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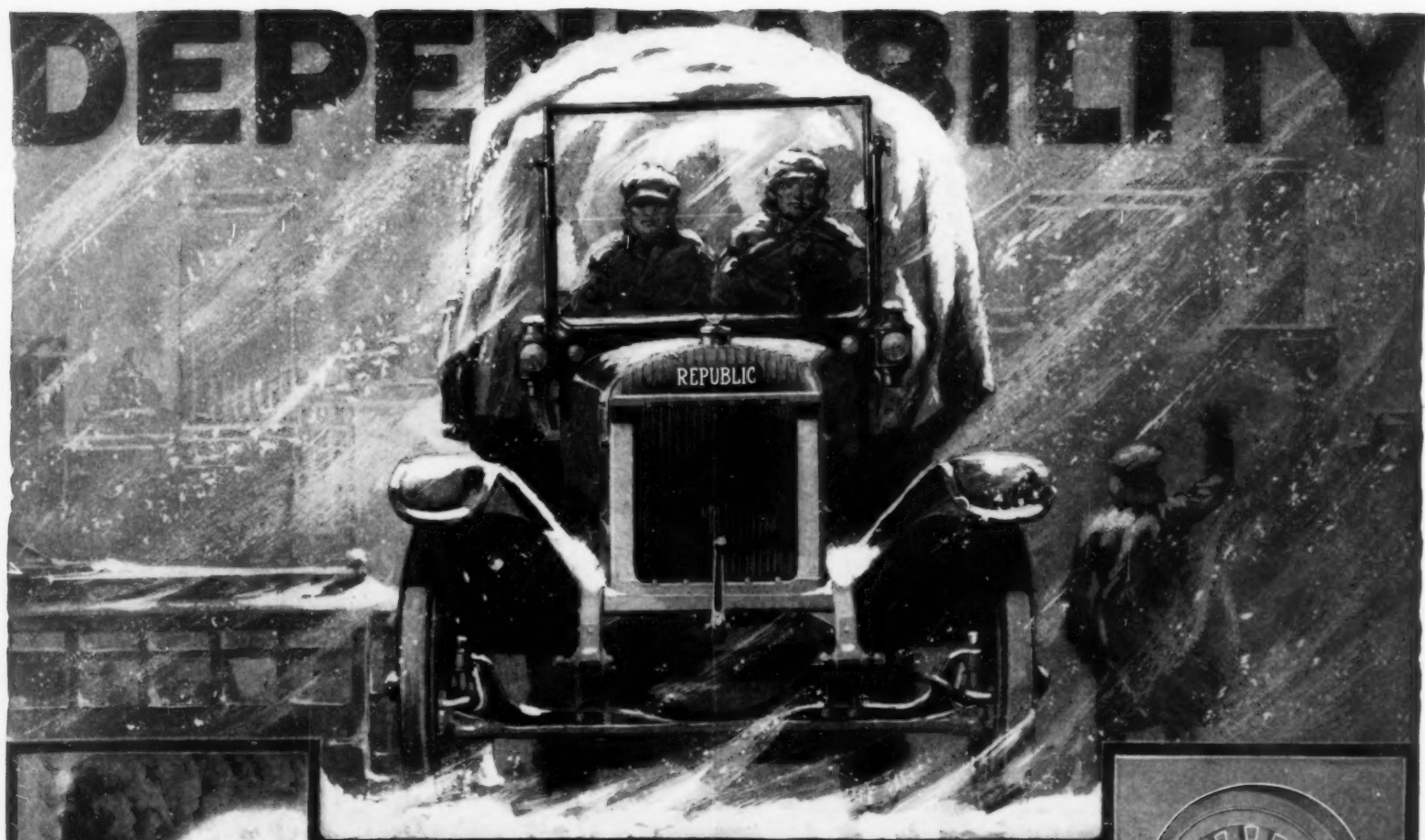
Leslie's

Illustrated Weekly Newspaper



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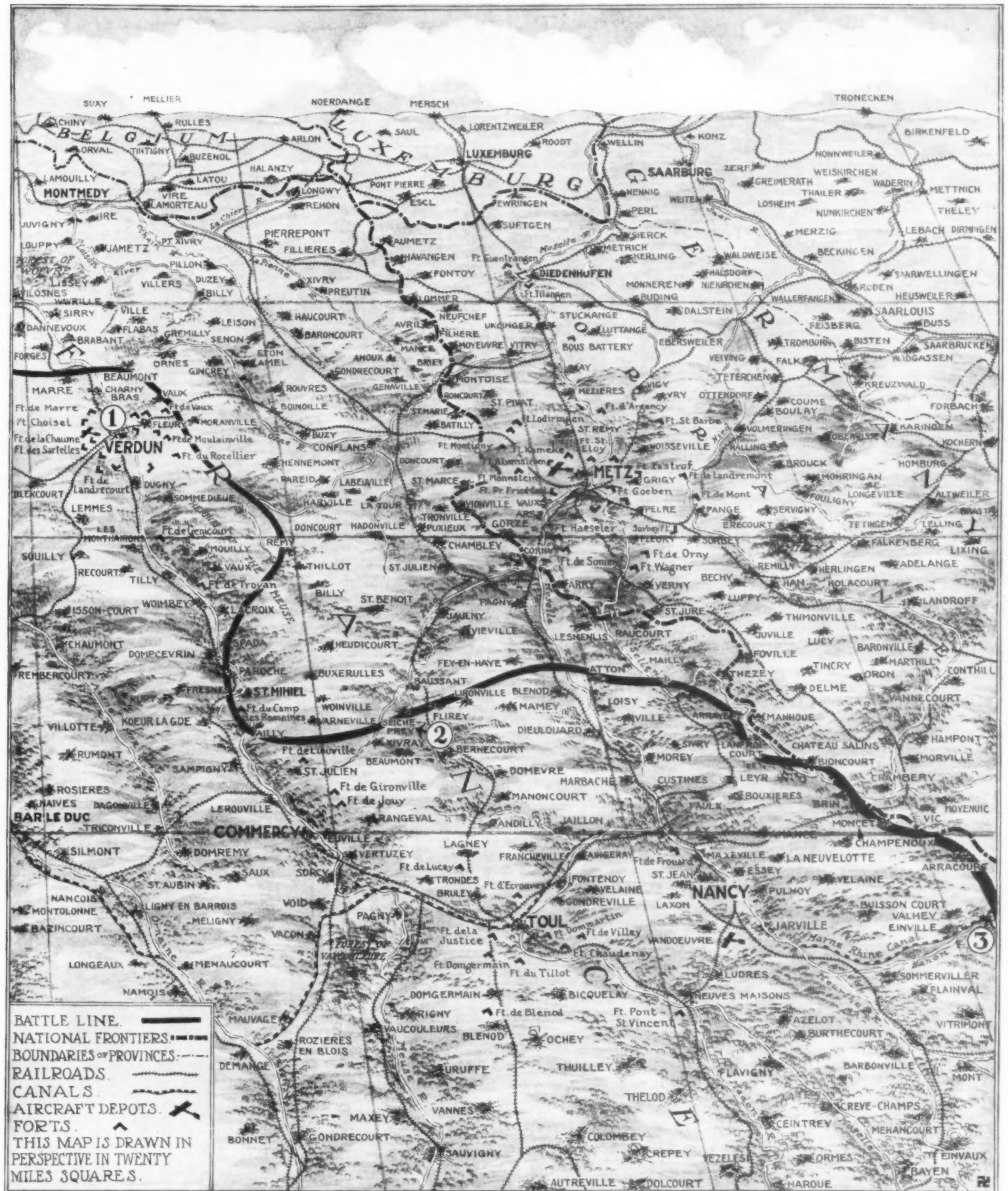
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Where Our Boys Are Fighting

The Sector of the Western Front Held by American Troops



The deep German salient of St. Mihiel, which has thrust its arrowhead into the French lines ever since the beginning of trench warfare, has met many vicious French attacks without losing more than its tip. This point is visible from the American sector which stretches through Xivray, "somewhere northwest of Toul." Just back of Verdun (1) American blood was shed on August 26, when a base hospital was attacked by

German fliers. A dispatch from Berlin dated February 9 stated that "some American prisoners were taken yesterday north of Xivray" (2). At the spot south of Arracourt (3) the first American shot was fired on October 27, 1917, and November 3 a small detachment of Americans was attacked by a superior force of Germans. Three Americans were killed, five wounded and twelve made prisoners.

LESLIE'S

ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States
Established December 15, 1855

Edited by JOHN A. SLEICHER
CONKLIN MANN, Managing Editor

Stand by the Flag; In God we trust

Entered as Second-Class Mail Matter, Post Office, New York, N. Y.
10 cents a copy—\$5.00 a year.

CXXVI SATURDAY, MARCH 2, 1918 No. 3260

We Shall Not Turn Back

By PRESIDENT WILSON

I WOULD not be a true spokesman of the people of the United States if I did not say once more that we entered this war upon no small occasion, and that we can never turn back from a course chosen upon principle. *Our whole strength will be put into this war of emancipation—emancipation from the threat and attempted mastery of selfish groups of autocratic rulers—whatever the difficulties and present partial delays.* We are indomitable in our power of independent action and can in no circumstances consent to live in a world governed by intrigue and force.

Americanism

EVER since 1914, when the German army overran Belgium and France, Prussianism has been paraded before the world as some horrible and well-nigh invincible force, a power the exclusive property of the Hohenzollern hordes.

What is Prussianism? The answer is formed quickly and confidently in the popular mind; it is the mailed fist in diplomacy, the iron hand in battle, autocracy in time of peace and frightfulness in time of war. But like most popular opinions, this definition is false, because it is incomplete. And because it is a half-truth it appears more terrible than it is.

More than the swashbuckling of autocracy, the bristling bayonets of militarism, the sabre-rattling and the loud-mouthed invocations of a special deity, there is another quality that is the real force of Prussianism. It is the thing that has made Germany a great industrial nation and has carried her merchant marine to the farthest harbors of the Seven Seas.

We know that the pomp and splurge of Kaiserism has failed to cow the world, that frightfulness has failed to frighten, and yet people still speak of Prussianism in hushed and awed tones! Strip Prussianism of its scarecrow trappings, its silly and brutal kaiserations and what have you left? Nothing but *Americanism*, the thing that has made America great, the thing that, minus the autocracy and its evils, has done more for America than Prussianism has for Germany, for it has made these United States the greatest country in the world.

Let us then strip off the red-tape of bureaucracy and officialdom, turn Americanism to the present task of war-making, and we shall soon discover to the world the Prussian dummy, unmasked, a flapping uniform capped with a spiked helmet, filled with straw!

This is, of course, speaking from the purely materialistic point of view, which is at present the prevailing one in Germany, where American love of liberty has yet to be born and America's high ideals recognized and respected.

A Call to the Shipyards

IF American shipyards fail to meet expectations the war may be lost. And we must acknowledge that in ship construction, following our entrance into the war, we have not lived up to our reputation for rapid production. The cam-

paign of Chairman Hurley of the Shipping Board to enlist a reserve of 250,000 skilled mechanics is even more fundamental than the drafting of double that number of men for the National Army. The ship workers who strike under existing conditions are no better than "slackers."

We will not be able to send the army now in training to France and to keep it supplied with food and munitions if ship construction is not speeded up. The patriotism of both employers and employees will be put to the test by Mr. Hurley's appeal. Employers must not only be willing to let their skilled workers enter the service of the Government, but actually encourage them to do so, though it may handicap their own plants. It will mean, too, that skilled workmen will be called upon to leave their homes and rally to the support of the Government at smaller wages than they are now receiving.

American workmen in factories and shipyards should be willing to make such sacrifices when they come to see that the war depends upon them as much as upon the soldiers in France, and that without such loyal co-operation in the plans of the Government the men in the trenches are left unsupported.

Serving All the People

BEFORE discussing postal rates there should be settled the fundamental question of the sort of relation the postal function sustains to the people. Is the post-office a huge commercial enterprise upon which profits must be shown in every department, or is it to be conceived as one of the ways in which the Government is to serve all the people in a manner impossible to a mere money-making organization?

In its origin and development the postal function has proceeded along the latter lines. The great aim of the Post Office Department is public service, exactly as is the case with the Department of Agriculture, of the Interior, of Commerce, and of Labor. The Department of Agriculture, for example, gives the farmer instruction upon the soil, how to prevent glanders, hog cholera and other diseases among his stock, and in countless other ways gives free of charge the results of costly research and experimentation. This sort of service adds to the prosperity of individual farmers and billions to the national wealth. In the same way the Post Office Department should render a service to the inhabitants of the remotest parts of our country that we should not even try to measure in terms of cost. Suppose it does cost more than the value of a stamp to deliver a letter to the Philippines or Alaska, that is part of the nation's service to its citizens.

It is just in this sense that newspapers and other periodicals are some of the finest instruments of national, social and economic service. Hence the delivery, free of charge in the county of publication, of the local newspapers. Periodicals are the greatest of popular educators. As creators of business they are worth to the country vastly more than the millions of dollars of advertising they carry. It is because the postal increases, ranging from 50 to 900 per cent., would throttle the circulation of newspapers and periodicals, and thus defeat the public service function of the Post Office Department, that the zone postal scheme should be repealed by the present Congress before it goes into effect.

We Are Under War Conditions

IF your copy of LESLIE'S reaches you late, remember that the **Postal facilities are overtaxed and the mails are often days late.** Please do not be too quick to make complaint. We are printing and mailing the paper on time. We cannot speed up the mails. When your paper reaches you read it carefully and then put a stamp on it and hand it to your postman, who will start it to the boys "Over There," who are always eager for good reading.

Every One at His Post

EVERY lover of his country should not only do his bit but also his best to help win the war.

Every interest that conflicts with this patriotic duty must give way. Without grumbling we should pay taxes, subscribe to Liberty Loans, give to and work for the Red Cross, and co-operate with the Government in food and fuel conservation.

We agree with Colonel Roosevelt, too, that we should "hold to sharp account every public servant who in any way comes short of his duty." The Congressional investigation into war preparations should be pursued with vigor, and every officer of the Government whose work does not measure up to the ordinary standards of efficiency should be superseded by some one more capable.

The sending of soldiers to a "phantom" ordnance base in New Jersey not yet established is the sort of mistake that would bring disaster on a battle-front and should not pass unpunished. If we are to win this war there must be a post of duty for every one, whether in civil or military life.

The Plain Truth

YELLOW! When New York newspapers were advanced in price from one cent to two cents a copy, the publishers gave newsboys and newsdealers a 50 per cent. advance in their profits. Experience has shown that just about as many newspapers are sold after the raise in price as before, so that 50 per cent. would actually represent the increased profit. On the assumption that the newspapers had doubled their profit by doubling their price, the newsdealers argued that their profits should be doubled too. Since at the old price of one cent, under war conditions, the newspapers had been suffering a loss, this argument fails. Yet we cannot but feel that if the sugar refiners, the packers, the milkmen, the millers, or the producers of any necessity of life had doubled their price and had given only a 50 per cent. advance to the distributing agencies, the yellow newspapers would have rushed in without weighing all the facts, and denounced the plan as "robbery." Chickens do come home to roost.

RED CROSS! The Hon. Elihu Root, in presenting to Mr. Harry P. Davison, one of the medals of the National Institute of Political and Social Science, pointed out that the genius of the American people to conduct great private enterprises explained the development of our country and furnished the reason for our hope of success in this war. He then nominated Mr. Davison to go to Washington and start a school of "instruction in organization." If Mr. Davison as chairman of the War Council of the American Red Cross had been bound by the traditions of officialdom it is safe to say he could not have achieved half that has been accomplished. He began by challenging the humanitarian feeling of the American people, and his faith and courage were rewarded by translating that sentiment into \$100,000,000 in a week's time. The administration of this vast fund has been characterized by the same constructive genius that has made American industries among the greatest in the world. Our Red Cross in France has been able to supply our forces there with warm clothing, which the Government lacked. There is no red tape to the hands of the business men who are managing the Red Cross.

WS. S. War Savings Stamps present the biggest incentive to economy in small things that the wasteful American public has ever had. The Liberty Bond of \$50 brought into the investing class thousands who had never saved before. The 25-cent thrift stamp, with \$4.13 as the unit of saving, should enlist tens of thousands where the Liberty Bonds enlisted hundreds. At a meeting of the New York Federation of Churches to promote war savings societies in church organizations Mr. Frederick W. Allen, Director of War Savings for New York, brought out the poor record of this country for saving as compared with European countries. Only from 15 to 20 per cent. of the people of the United States have been accustomed to save systematically. The present appeal will be irresistible because based on patriotism and the necessity to support the nation in a life and death struggle. Ex-Senator Root, at the same meeting, pointed out the power of frequent suggestion and the appeal to one's feelings in standing by the Government in its time of need. In England there are today 40,000 war saving societies, 12,000 of which are connected with churches. The churches of America should show their patriotic interest in the war by far surpassing this record. The war saving stamp is an ideal investment for children and small wage earners, but millionaires should give it their support as well.

Romance Is Dead! Long Live Romance!

*C. Le Roy Baldrige Pictures the
Army of Democracy Amidst
the Ruins of Ancient
Chivalry*

In this coal-bin of the army
once waited the pawing
charger. Here the romance
of lance and armor has
given way to the new ro-
mance of the engine and the
dynamo.

In the shadow of this shattered
tower the army of the Republic
has taken up its abode. Some
poilu, perhaps once a merchant
prince of Paris, has written on
the ruined wall his former busi-
ness address—rue de
la Paix.

Rue de la
PAIX



In the courtyard
of this château that
housed a king when the Normans crossed to
conquer Britain a major holds his "bureau."
In the tower where sentinels once watched
less than the span of a league, the antennae
of a wireless listen to calls from farther
than the Conqueror's legions sailed.

GRAND QUARTIER GENERAL
DES ARMÉES FRANÇAISES

Section de la Presse

L'Officier responsable: Chef de Service.

Beneath these roofs
chivalry banqueted and
crusaders vowed a holy
task. Today mud-soaked,
soldiers munch pain-noir
and drink muddy coffee.

This gasoline depot is
stationed in the cloister of
a cathedral built in 1070.
The gasoline motor has
revolutionized warfare;
without it the army would
be paralyzed.

Le Roy Baldrige
France

A WEEK OF THE WAR

By HENRY FARRAND GRIFFIN

GERMAN diplomacy has succeeded where the German armies failed. It has definitely eliminated Russia from the war and broken the iron ring of the Allies' economic blockade. There is no use blinking the fact that this constitutes an important victory for Germany. If the German armies, after fighting great battles and losing hundreds of thousands of soldiers, had secured the submission of Russia, they would have obtained little more, save perhaps in moral effect, than they have won without the loss of a man or a gun. It makes small difference that the Bolsheviks have refused to enter into any formal treaty of peace with the Teutonic allies. They have demobilized the Russian armies and left Germany and Austria-Hungary free to reduce their forces in the east to frontier guards, and to concentrate all available reserves in the west or on any other front. Whether or not this means that economic relations will be resumed with the parts of Russia controlled by the Bolsheviks is comparatively unimportant. For Germany and her allies have succeeded in concluding a formal treaty of peace with the newly formed Ukrainian Republic which includes within its borders the richest grain lands of the old Russian Empire and many other material resources sorely needed by the enemy. It is not clear to what extent the hundreds of thousands of German, Austrian and Hungarian prisoners of war are to be released by Russia or how the Russian prisoners in the Central Empires will fare. Perhaps the German leaders would be just as well content to have their captured soldiers remain in Russia for the present, for according to all reports they have been infected to a large extent with the revolutionary internationalism of the Bolsheviks and might prove a dangerous element in both army and civilian populations at home.

The menace of revolutionary infection from Russia is the single factor in the separate peace that is worrying the German leaders, but they doubtless figure that the many advantages are worth this one risk.

What It Means to the Allies

NOW that Russia has been definitely eliminated and the German war machine is left free to concentrate elsewhere, the Allies face a serious situation. What will it mean? Will the much-advertised German offensive materialize on the western front? Is Italy in for another great attack? Or will the Germans strike in the Balkans and attempt to drive the Allied armies back on their base at Saloniki? Or will they try to retrieve the Turkish disasters in Palestine and Mesopotamia and attempt the recapture of Jerusalem and Bagdad from the British? At this writing any definite predictions would not be worth the paper they were written on, but we can at least survey the possibilities and consider the factors which would doubtless have weight with the German leaders in reaching a decision.

First, let us bear one point in mind. With the present state of public opinion and popular unrest in the Central Empires, the German leaders realize the need of clean-cut military victories to maintain the morale of the unhappy civil populations. This consideration would weigh against a great German offensive on the western front. There difficulties would be most costly and most difficult to obtain. On the other hand, only on the western front is there any hope of a definite decision that would end the war. German victories elsewhere might prolong the war, but they would not gain much else. And the longer the Germans wait the stronger the Allies will become on the western front, as American troops pour across the Atlantic. Moreover, if the Germans do not attack in the west, the Allies certainly will, and it has always been possible of course that the Germans, if they have

been the German military theory that an energetic offensive is the best possible defense. Therefore, the Germans, whether or not they contemplate a smashing effort to break the Allied lines in the west, would certainly concentrate in France and Belgium a part at least of the reserves of men and material released from the eastern front. If a great German drive really does materialize in the west, many competent authorities believe that it will be directed against either the channel ports defended by the British armies or against the Lorraine front held by French and American troops. In the latter event the American troops will have their first real test in modern warfare. It is

culty of transporting troops and the equipment a great distance overland with inadequate railroad lines of communication, and the still greater problem of maintaining a steady flow of munitions and supplies. Second, the fact that only a few months remain before hot weather will be a very serious handicap on active military operations in both Mesopotamia and Palestine. On the other hand, there are few regions to which the eyes of the German imperialists turn more hungrily than to Mesopotamia and they would give much to enter a peace conference with the entire line of the proposed Berlin to Bagdad railroad actually occupied and controlled by the armies of Germany and her allies.

Therefore, if Germany could solve the problems of transportation involved, and could strike hard and fast enough, an eastern offensive, in Mesopotamia particularly, is by no means beyond the bounds of possibility.

Disaster in Shipyards

IN the United States there is a grave situation which has as much bearing upon the outcome of the war as any current development in Europe. This is the backwardness and general turmoil in the shipyards supposed to be meeting the requirements of the Shipping Board and the Emergency Fleet Corporation in the construction of both steel and wooden vessels. Without ships the United States cannot execute its war program nor even hope to succeed in its aims, and because of mismanagement, profiteering, strikes and common slacking within the Government's fabricating shipyards and privately owned yards, the ships are not forthcoming.

The reported inefficiency and extravagance have reached such an alarming scale that President Wilson has been compelled to advise Attorney General Gregory to make a thorough investigation

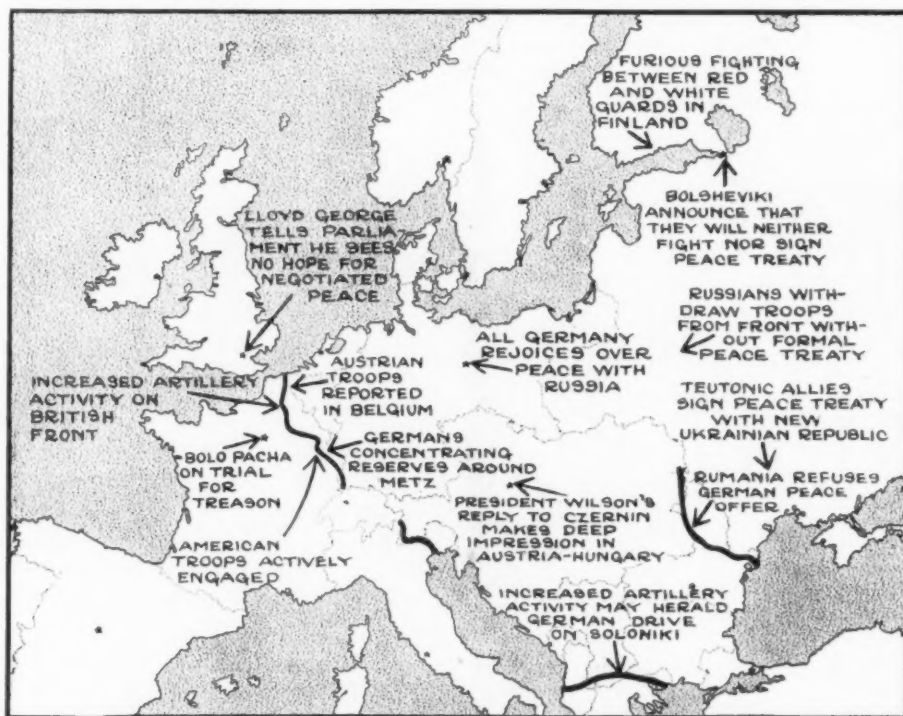
and to institute "criminal process in case the facts justify it."

Edward N. Hurley, Chairman of the Shipping Board, has made a direct appeal to the President to investigate the Hog Island fabricating yard near Philadelphia. In that particular instance, it was charged that there not only was a waste and misdirection which were causing the cost of the plant to be double the original appropriation but that there was an equally egregious and disastrous delay. It has been charged further, that the slacking at the several large fabricating yards on the Atlantic coast is duplicated throughout numerous private yards from coast to coast.

As a night-cap to the situation, the carpenters in eastern yards have taken advantage of the country's necessity to strike for extraordinary wages. In a prompt attempt to alleviate the harm from this source, Chairman Hurley sent a telegraphic message to the United Brotherhood of Carpenters and Joiners of America asking that the carpenters resume work as their patriotic duty in a time when ships are the vital necessity of their country. He did not hint at any compulsory action against the carpenters but rather put the matter up to them as if he believed they would voluntarily resume work and let the wage issue come properly before the Labor Adjustment Board.

However, there is a general impression that unless there is immediate mending of the negligent and worse ways in the conduct of all shipyards, the Government will not only commandeer many of them but will also institute some form of conscript labor.

The situation as outlined is serious enough on its face. When analyzed it becomes appalling. For this country ships and war are the same thing; ships and soldiers are the same thing. Mr. Hurley made no exaggeration when, in his appeal to the carpenters, he called upon them in the name of the brave young Americans lost in the Tuscania horror not to paralyze the life line between this country and the Western battle-front.



NEWS SALIENTS ON THE MAP OF EUROPE

enough reserves available, might undertake a great combination offensive at both ends of the western line. There are also recurrent rumors of a German drive through Switzerland to turn the French flank, but this possibility may probably be ruled out of serious consideration—if for no other reason, because the mountainous regions along the Franco-Swiss border make too good a defensive line to justify the obvious practical and moral disadvantages of violating Switzerland's neutrality.

Perhaps a Drive Against Saloniki

PERHAPS the field in which German reserves from the east could most profitably be employed with a view of quick and decisive victory would be on the Balkan front. Here the Allied armies based on Saloniki have long stood practically impotent because of the difficulties of sending sufficient munitions and supplies over thousands of miles of submarine-infested sea for a sustained offensive. The Germans by concentrating an overwhelmingly superior force could doubtless drive in the Allied armies on their strongly fortified lines immediately surrounding Saloniki. They might conceivably capture the city with such of the defending forces as could not be withdrawn by sea, but this is doubtful, as the Allies' trench fortifications about Saloniki have been tremendously strengthened against precisely this contingency. None the less, by driving in the Allies on Saloniki the enemy would be able to make a clean sweep of the Balkans, overrun Greece and restore Constantine to the throne from which he was forced to abdicate. This would, of course, constitute a considerable victory for Germany and would probably yield the maximum moral effect with the least expenditure of lives and material resources.

There remains the possibility of German reinforcements being sent to help the Turks regain lost territory in Palestine and Mesopotamia. Two considerations weigh against such a decision. First, the diffi-

IF the mythical character who, according to tradition, had been doomed to tarry on earth since the days of Christ, had begun to spend a dollar a minute from his childhood he would have hardly reached the standard set by Major William Aiken Starrett for a single year. The expenditure made by the Emergency Construction Committee, of which Major Starrett is the head, if continued throughout the year, would aggregate a full billion dollars. If anyone had had a billion dollars in the days of Christ and had permitted it to accumulate 4 per cent interest for seventeen years, he then could have tossed away the increment at the rate of a dollar a minute indefinitely without ever touching his principal.

Who is this spender of millions? In 1895 he was a clerk in a large wholesale grocery store in Chicago, receiving \$5 a week for his services. Every Saturday night he put his five iron men into his pocket and went home. There were no "movies" in those days to comfort him. He was in hard luck, but he wasn't kicking. He wondered what it would be like to have twenty dollars, and to be able to spend it; but he was contented, supremely contented and unenvious, because he knew he was going to get there. He was not wasting any time worrying about what some fortunate neighbor might have garnered. His philosophy was that any man who gets to the top must fight his way up. The customer who climbed easily into the limousine outside probably earned the luxury by the sweat of his brow in earlier days. That was what young Starrett proposed to do.

Last year William Aiken Starrett, the former \$5 clerk in the wholesale grocery store, spent \$250,000,000. This year he feels an expenditure of half a billion dollars coming on. The grocery clerk who didn't envy any of his rich customers is spending money faster than Andrew Carnegie or John D. Rockefeller.

As the active head of the Emergency Construction Committee of the Council of National Defense, Major Starrett is spending enormous sums for the United States Government, but is getting full value for every dollar expended. He had charge of the construction of all the cantonments. He built sixteen of them approximately in three months—a military record for the world.

There was an old army barracks at Fort Myer, just outside of Washington, built according to plans worked out by one of the military aids of Napoleon. Only in recent years was there any modification of this original cantonment idea. A ventilation improvement was provided before Major Starrett was called in. When Starrett received his commission as major, shortly after he had been called to Washington at the beginning of the war, he started architecturally at the period of Napoleon and landed at one bound into the American cantonment period.

Starrett had progressed far from the grocery clerk period when, at the beginning of the war, he received a telephone message from Frank A. Scott to come to Washington to consult with reference to the construction of a barracks. He showed such a grasp of the problem that he was asked to take charge of the emergency construction work which would be necessary to make America effective in the war. He had taken a course at Plattsburg, and had already qualified for a commission as Major in the Engineer Corps. He was ordered into service June, 1917, as a Major, Engineers, on a special assignment to the Council of National Defense. He was in every way qualified for the huge task the Government imposed upon him.

It had been a long, hard pull for Starrett, but he was at the top of the heap in the architectural and construction business, with a substantial fortune to his credit, when Uncle Sam asked him to give up his large income, sever all his business relations and devote all his time and ability to the war at the moderate salary paid to a major.

There are still residents in the town of Lawrence, Kansas, who remember the day when Will Starrett was born. It was June 14, 1877. Young William's father was a Presbyterian clergyman, who usually received part of his salary in the form of a barrel of apples or a barrel of potatoes. Any real cash that arrived in the mail created a sensation in the family. The mother of William added to the meager family income by occasional literary work.

There were five brothers. William and the rest of them went with the mother and father to Chicago in 1880. The boys were educated in the primary schools. William entered the University of Michigan in 1893, Department of Engineering, but had to leave college in 1895 for lack of funds.

Men Who Are Winning the War

How Major William A. Starrett, in Charge of Fast War Construction Work, Fought His Way Up from a \$5 a Week Clerkship to a Position of Trust Involving the Expenditure of \$2,000 a Minute.

By THOMAS F. LOGAN



MAJOR WILLIAM A. STARRETT

As a reward of merit, due to his persistent application, he was finally given a job in a large wholesale grocery concern in Chicago at \$5 a week. The manager had told him that he didn't need another clerk, but William returned so often to inquire whether there was a vacancy that finally the manager took him on so that attention might be devoted to business instead of to William.

With his engineering course to give him confidence, William finally abandoned the grocery business to its fate to go to New York. He appeared at the office of George A. Fuller Company one morning and told the manager he wanted a job in the engineering department.

"What job do you want?" asked the manager.

"Assistant engineer," said William.

"How much do you think you should receive in salary?"

"Twenty-five dollars a week," answered William.

"There is no vacancy," said the manager.

"All right," replied William, "I will go to work as extra office-boy without any salary at all."

This struck the manager as a good sound business proposition, and he accepted it. In a month William was timekeeper and gradually he rose to be building superintendent for the George A. Fuller Company. In four years he left to take employment with the Thompson-Starrett Company, which just then had been formed by his brothers and H. S. Thompson. He worked for them variably as building superintendent on various jobs from 1900 to 1903. Then he came to Washington to live and had charge of the building of the Union Station for the Thompson-Starrett Company in 1903 and 1905. He returned to New York as general superintendent and vice president, which position he occupied for five years. Afterwards he was vice president with special duties in connection with promotion and general management. In 1913 he left the Thompson-Starrett Company to join one of his brothers in the firm of Starrett & Van Vleck, Architects, and after that until the beginning of the war, he was a practicing architect in New York.

When Frank A. Scott, then head of the War Industries Board, asked Starrett to take charge of all

emergency construction work he severed his relation with his partners in the firm of Starrett & Van Vleck, so that he would be entirely untrammelled in his work in Washington. He had become a member of many clubs and had won an honorary degree from the University of Michigan, B. S. C. E., in May, 1917. He had written for technical magazines, and had ideas of his own as to the way the enormous problem of emergency construction should be handled.

It was not merely the wooden cities that Starrett built for the Government. All emergency construction work was referred to him as head of the Emergency Construction Committee. Huge warehouses were built

for the Quartermaster's Department. Within the last few weeks he has passed upon an enormous contract involving \$90,000,000 for the construction of chemical and powder plants. He has been the chief adviser of the Government in laying out the port terminal development at Norfolk, involving an expenditure of nearly \$60,000,000.

As the superintendent of a big contracting firm, Starrett came to know men and how to deal with them. He realized that success or failure may depend upon a quick word. All the quartermaster officers, locally in charge of cantonment work, were authorized, for instance, to buy lumber out of stock in an emergency. The total requirement of the cantonment program called for one billion feet of lumber a month. The transportation problem, naturally, was rather difficult. Distribution of the lumber was one of Starrett's main tasks. Where delay was threatened owing to failure of lumber supply ordered from Washington, the local officers were told to go ahead and permit the contractors to buy out of stock in the neighborhood. One of the big contractors, having learned that there would be some delay in the shipments ordered from Washington, asked the army officer in charge for permission to buy out of stock in the neighborhood. The army officer apparently was in ill-humour that morning and said that the contractor certainly would not be authorized to pay the high price which prevailed in the neighborhood. It was a quick decision, due, perhaps, to poor digestion. At any rate, there was a considerable delay in the completion of this particular cantonment.

When Starrett took charge of the emergency construction work, the construction of buildings for the Army was under the direction of Colonel Littell, now General Littell, a very able officer, who was unable to achieve any great results because of the lack of an organization. Certainly there was no such organization as was needed to handle the great cantonment project. The cantonment division was established, with Starrett in charge, and he immediately selected forty of the ablest engineers, constructors and architects in the country and they were given commissions as majors and captains, so that the whole emergency construction division is now composed of civilians, turned over night into army men, with only four regular army officers in the whole division, General Littell being at the head of it and being left free to devote his time to matters of policy. It is as though Littell were the president of a great contracting firm, and Starrett the general manager.

There have been reports of fabulous profits made in the construction of the cantonments. Even many business men still think that the cantonments were built upon the basis of cost, plus 10 per cent, profit. If the contractors had been assured of 10 per cent profit, most of them would now be rich. The fact is, however, that while the cost-plus system was put into effect by Starrett, he attached to it a sliding scale downward as the volume of work increased, with a limitation of \$250,000 profit upon any one contract. This arrangement involved considerable hardship to many contractors. If a contractor were given a million-dollar job to do, his profit, of course, would have been 10 per cent., or \$100,000. Under the terms of the contract, however, as the Government added to the work, the scale of profit decreased. A fifteen-million-dollar job yielded a profit that was limited to \$250,000. As the matter worked out, the average profit on the whole cantonment job, according to the official testimony of Secretary of War Baker, was approximately 2½ per cent.

The wooden cities built by Starrett for the accommodation of a million or more soldiers are still being augmented by additional barracks, recreation halls, Y. M. C. A. buildings, sterilizing plants, etc. Nearly all the big contracts of the War Department are referred at once to Starrett who confers with his committee of builders and architects, makes his recommendations to the War Industries Board, which O. K.'s or disapproves, and then sends the matter to General Littell.

(Continued on page 310)

The ROLL of HONOR



Mr. Arthur T. Kemp of New York, now in the Ambulance service in France, who was recently decorated with the French war cross received for bravery while removing wounded under fire, is only one more in the ever-increasing list of millionaire heroes of the war.



Dr. Anna von Sholly



Dr. Alice Gregory



Dr. Mary Edward



Dr. Caroline Finley

American Women Establish War Hospital

Photos Gilliams News Service

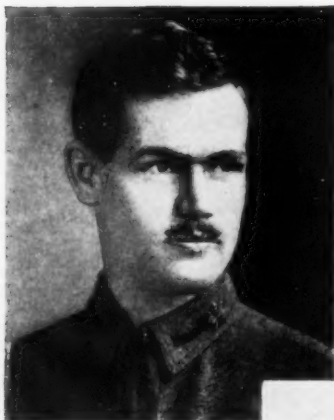


Mrs. Charles L. Tiffany

Perhaps the most conspicuous field service in the war was that done by the Scottish Women's War Relief, which established hospitals in the fighting zones entirely "manned" by women. The record of what these women did was an inspiration to a group of American women who recently sailed for the other side to engage in hospital and relief work. These women under the leadership of Mrs. Charles L. Tiffany and Dr. Caroline Finley will establish, finance and conduct a war hospital in which only the men will be patients. The staff includes the well-known doctors shown above, and several prominent women will drive and tend the ambulances. The clerks, dentists, mechanics, agriculturists and even plumbers will be women.



M. Wright, a New York lad, was the first American aviator to give his life abroad with the American forces. Young Wright's career in the field, though a short one, was marked with honor, and he leaves a heritage of bravery and an honorable memory.



With the lengthening list of Americans sacrificing their lives for freedom come the names of the first to fall on Italian soil — Lieut. William Halsey Cheney, of Peterborough, N. H., shown above, the first American officer to die in Italy; Oliver Sherwood, of Brooklyn, N. Y., and Cadet George Beach, all of whom were killed at the Italian Aviation Camp at Foglia, Italy, while in training. Cheney was killed instantly in a collision of machines.



In an action on the American sector in France on February 4th, Private Arthur J. Solari, of Boston, Mass., received gunshot wounds from which he died two days later.



Major K. O. Joyce of General Leonard Wood's staff was wounded somewhere on the western front, when Major-General Wood was injured recently, in an accidental explosion. Others of the staff were wounded also. Lieut. Col. Kilbourne, whose eye was injured, is reported improving and every hope is entertained of saving the injured eye.



Every American heart thrills to the story that is told of how the khaki-clad sons of America on the Transport *Tuscania* sang "The Star Spangled Banner" as the ship sank. Particularly is Major B. F. Wade, the senior military officer on board, commended for his coolness and bravery. He was the last man in the service to leave the ill-fated transport.

Alaska—Garden of the World

By CHARLES PHILIP NORTON

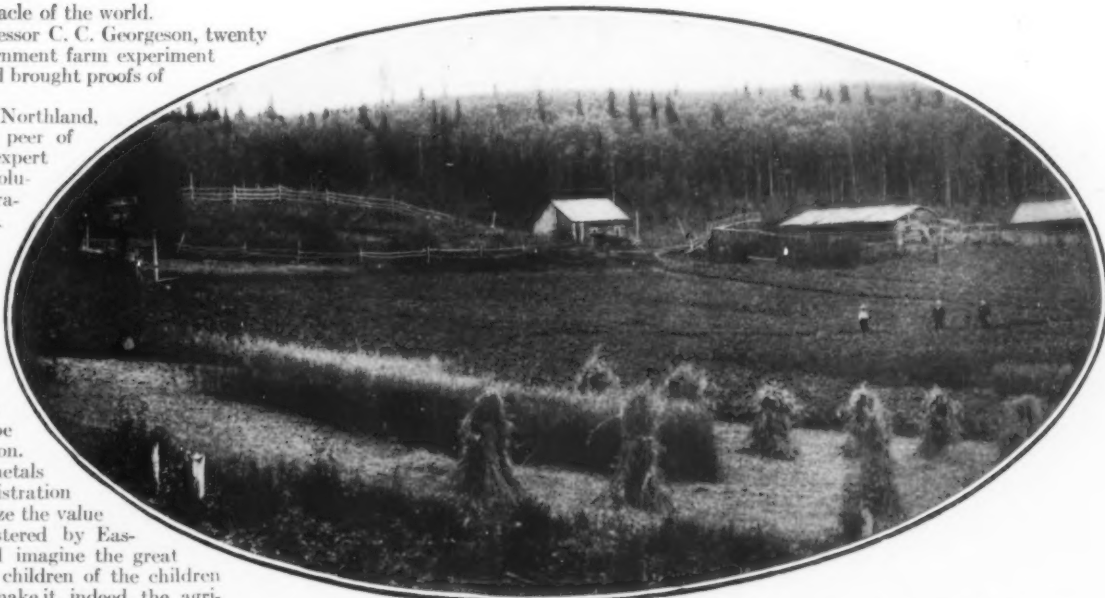
ALASKA can be made the agricultural miracle of the world. This announcement is made by Professor C. C. Georgeson, twenty years in Alaska, in charge of the Government farm experiment stations, who came out in December last and brought proofs of his assertion.

On account of his "plant wizardry" in the Northland, Georgeson long has been recognized as the peer of Luther Burbank. He is the world's greatest expert in cross-breeding of plants in the forced evolution of new varieties adapted to low temperatures. Georgeson pooh-poohs compliments. Carlyle was right, he says, regarding genius. "It simply is infinite capacity for taking pains."

He knew the importance of the news he brought. It meant more than a great gold strike. It is worth more than the discovery of diamonds, which may be expected of Alaska at any time. He did not expect his news to create a sensation, however. Like Columbus, he had discovered a new world, to be explored and settled by a coming generation. Alaska can supply sufficient food, fuel and metals to win a world war, but not this one. Administration is imperfect. The nation is too slow to recognize the value of its greatest resources. Alaska is administered by Easterners, principally, by "tenderfeet" who still imagine the great territory to be an island, or an iceberg. The children of the children of today, however, will develop Alaska and make it, indeed, the agricultural miracle of the Western world.

Georgeson is a great explorer, a profound scholar and student. He says that what he knows is trivial in comparison with the "secrets that nature is ready to disclose to mankind." He went to Alaska many years ago to study its agricultural possibilities. He scorned opportunities for wealth. He said he was there to discover resources of far greater value than gold. By painstaking efforts through several years he proved that many kinds of food plants would grow in the interior. Then he adopted for his lifework the task of developing hardy grains and plants that would mature perfectly, with absolute certainty, yield abundantly and survive the cold. His task is now far advanced. He returned just before Christmas and announced that Alaska will produce food, fuel and metals for a population of many millions; that he has perfected hybrid wheat, oats and barley that will grow to perfection and yield abundant crops throughout an area of 50,000 square miles; a strawberry plant that survives the winters without protection and produces enormous crops of berries having a most delicious flavor; alfalfa of a new kind that will provide food for livestock and replenish the nitrogen of air and soil, and many other wonderful things. These were fundamental needs—facts accomplished.

This Caesar of the Northland, reporting quietly amid the confusion of war, does not pose. He reminds the world that "peace hath



Alaska will produce food, fuel and metal for many millions. This pioneer farm is typical of the spots already under cultivation, where alfalfa is raised that provide food for livestock and replenishes the nitrogen of air and soil. In this climate the strawberry plant survives the winters without protection and produces berries of a most delicious flavor. "The agricultural possibilities of Alaska are as great," Professor Georgeson, head of the Governmental Experimental Farms, declares, "as all of the minerals in the ground."



President Wilson sent a personal representative to Alaska—the Honorable Seth Mann. He is seen (on the right) talking to Professor C. C. Georgeson, the man who promises richly for Alaska's future.

her victories no less renowned than war," that he has won for his countrymen a triumph that promises homes for millions and national wealth beyond the dreams of a Hamilton. He is careful in the use of words, weighs his statements, and consented to talk only when assured that it might benefit the nation.

"The agricultural possibilities of Alaska are as great," he said, "as all the minerals in the ground, and all that have been taken out, put together and multiplied."

"This is a big statement, I know, but, take a mining claim! There may be a million in it. With every thousand taken out, you diminish its value. Eventually it is exhausted. Take 20, or 100, or any number of acres of tillable land, and start cultivation. For hundreds of generations it will produce its quota for the human race. China has been farmed for thousands of years and still supports from the soil 450 million people. The same will be true of Alaska."

"We talk about agriculture in Alaska, and what we have now. It is nothing to speak of. Only a few hundred hardy pioneers—heroes! They are making things grow where nothing at all grew. Possibilities of agriculture in Alaska—ah, that's the great question! It should thrill every American. Our great 'land of icebergs,' 'Seward's Folly,' the 'island of Alaska' as a dignified Senator once called it, 'the frozen North,' the 'land of Esquimaux and polar bears,' soon to be recognized as an agricultural paradise, an empire of opportunity for thousands! After the discovery of gold in California, many other things were discovered, besides. Thus it will be with Alaska."

"I have had charge of an agricultural experiment station at Rampart, in latitude 65-30, a degree south of the Arctic circle. There during harvest time I have seen the grain in the shock, and the men and self-binders at work in the glow of the midnight sun. Millions of acres can be made exactly like that. One hundred thousand square miles can be used for agricultural purposes, and one-half, or 50,000 square miles, can be cleared for tillage, for grain growing, for homes."

"Until now it was a question whether grain could be cultivated in the interior. It can be done. I visited the experiment stations at Fairbanks and Rampart last summer. When I left, the latter part of August, I brought with me up-

(Continued on page 304)



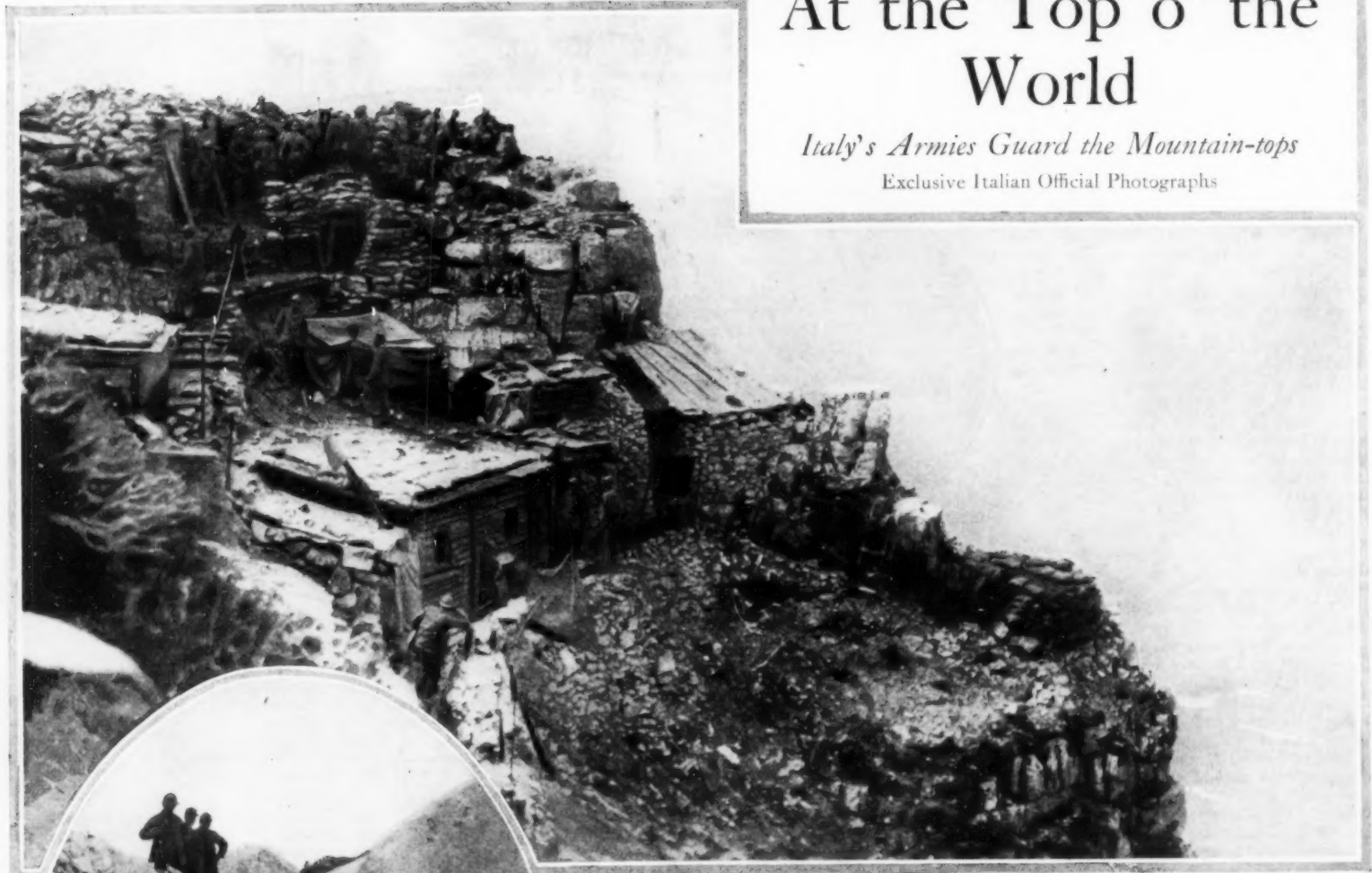
This picture shows an oat-field at the Government Experimental Farm at Fairbanks, Alaska. Alaska has gold stored

in her soil, but it is not the ore that promises reward to the pioneer, but the gold that grows from the seeds.

At the Top o' the World

Italy's Armies Guard the Mountain-tops

Exclusive Italian Official Photographs



More than a mile in the air this hut shelters the soldiers whose post is a mountain-top and whose roof is the sky. The shelter is built from stones

found at hand and sand bags that have been carried up the tortuous ways by soldiers who fight nature's handicaps as well as the enemy.



Before the enemy can be reached the snows must be conquered. Through these great drifts the men must tunnel and burrow and plough in order to advance and to keep their lines of communications open.

On the right we see the men working on a military road to keep the way clear for the passage of men and supplies and also for the heavy guns which, despite the terrible physical difficulties, must be brought up to the front. Far up the snow-filled valley the figures of the men can be seen. If they should fail in their work no strategy could save the fighters.

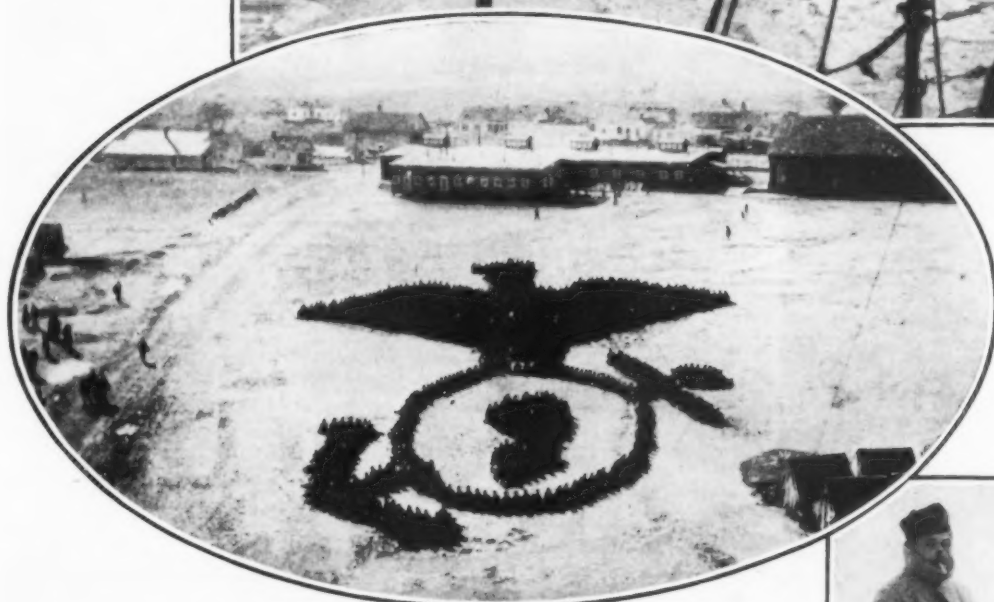


They Also Serve Who Await the Spring Drive



KAPPA & DEBBET

While many large companies and many more small inventors are toiling day and night on the problem of submarine detectors, an almost unprecedented spread of ice outside of an Atlantic port, during the recent snappy winter, effectually barred the progress of our most useful form of detector, the little submarine patrol boat. Not many patrols were tied up, but the ice materially set back ocean-going traffic of all sorts.



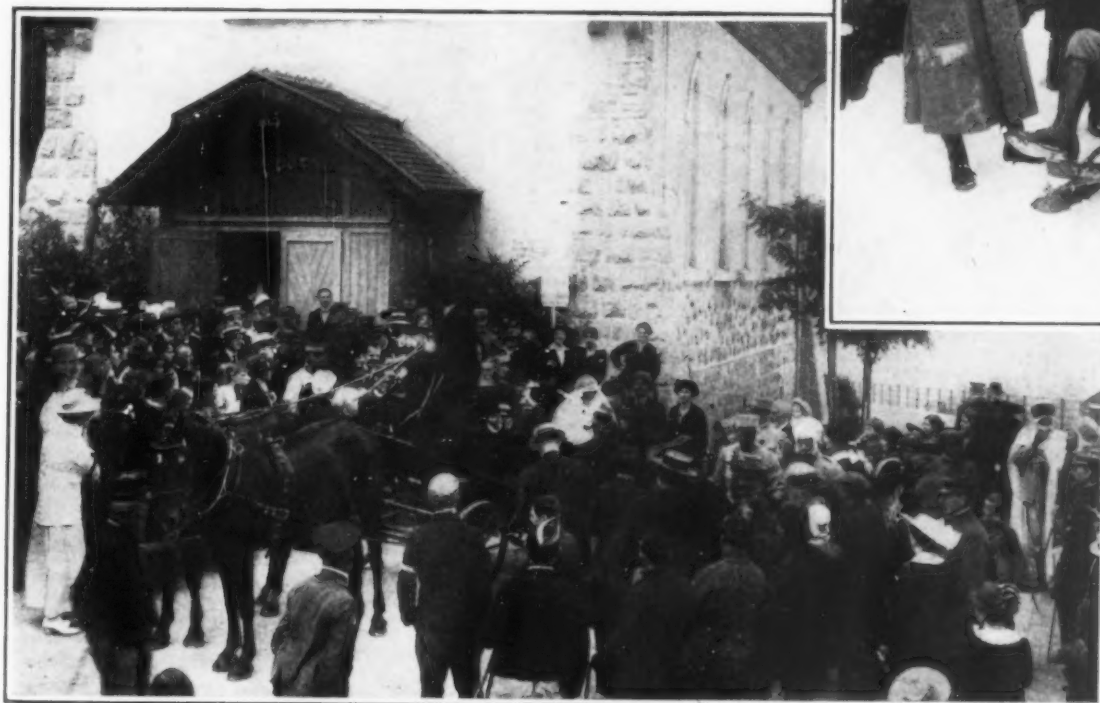
WATKINS

Rah-rah boys and girls who made human pictures in college colors at football games have been out-acted by fighting men, as will be seen by this emblem of the United States Marine Corps, formed by two thousand men on the parade ground of the Marine training station, at Parris Island, S. C.



W. J. HARRIS

British and French officers interned among the Alps sincerely hope that Switzerland does not join the war so long as the bob-sledding is good at Engelberg and the womenfolks continue to enjoy the salubrious sports.



W. J. HARRIS

The body of a French officer may be interned, but never his heart. Witness the wedding of one such at a quaint Swiss church in the village of Glien, above placid Lake Geneva.

When They Broke the German Line

Views of Hindenburg's "Permanent" Trenches.

Photographs by F. H. TROUNCE



The best-laid plans of mice and men, we know, are quite likely to be disturbed by the fortunes of war. When Herr Hindenburg built his "line" he planned it as a permanent residence. But the Allies decreed otherwise. This remarkable photograph shows a machine gun emplacement built of concrete that remained virtually intact after the bombardment.



Here is another example of permanent building by the Germans—an artillery gun-pit. It was partly destroyed by its former occupants and the iron girders with which the concrete was reinforced are shown. It was a solid structure, built at a point to the south of Arras which the invader believed he could hold. Notice how the grass, which has grown out thickly on the top, acts as a perfect camouflage.



"Mill's bomb" boxes are scattered all along the front at convenient points. The hand-grenade has improved with the war and the old-time fuse-bombs have been replaced by those which explode mechanically and thus cannot be "killed" if they land in a puddle.



The sixty-pound "football" mortar, used by the British with great effectiveness, is particularly offensive to the enemy, who exert every effort to locate and destroy the emplacements. All sorts of tricks are tried to camouflage the gun and hide it from the Germans, but its life is never long.



Although struck by a direct hit, this concrete observation post was undamaged. It was reinforced with two-inch steel. The post captured by the French in the advance on Fischeux was in a front-line trench and remained practically undamaged. The underground dugouts usually communicate with these strong outposts.

America's Women Legislators (Photographs from) (Gilliams Service)

In the states where suffrage won its first foothold in America, the women have not confined their efforts merely to voting, but are represented in the state legislatures by their own sex. There are eleven women legislators in the

United States at the present time, besides the national legislator—"The Lady From Montana." The majority of these legislators being married, seems to prove that a really feminine life adds to a woman's political ability.



Mrs. Daisy C. Allen, Democratic member of the House of Representatives of Utah, who has lived in the east and has a country-wide knowledge of conditions to apply to home-state problems.



Mrs. Ina P. Williams, Republican Washington State Representative, polled the largest number of votes of any candidate in the election. Besides, she has won awards for domestic science, gardening and poultry raising.



Mrs. Maggie S. Hathaway, Democratic Representative of Montana, served as clerk and lobbyist before her election.



Mrs. Elizabeth S. Hayward, Democratic Representative of Utah, enjoys the distinction of being the only woman legislator re-elected in the state.

"The Lady From Montana." Miss Jeannette Rankin, the first woman member of the United States House of Representatives, was elected on the Republican ticket. Unfortunately for the "cause," she has not won popular approval by her speeches or measures.



Mrs. Rosa McKay, Democratic Arizona Representative, secured the passage of a measure for minimum wage for Arizona women.



Mrs. Emma A. Ingalls, Republican Montana Representative, says men have extended every courtesy to make her career easy.



Mrs. Evangeline Hartz, Democratic Colorado Representative, probably the pioneer woman legislator of the United States, as she was first elected to office in 1899.



Mrs. Grace Stratton-Airey, of Salt Lake City, who represents the Democratic party in the Utah Legislature, and is the first woman to preside over a state legislature.



Mrs. George B. Marsh, besides being a Representative in the Arizona Legislature, conducts a successful furniture and hardware business and is the founder of the Santa Cruz Bank & Trust Co.



Pauline M. O'Neill, of Phoenix, who represents her constituents in the Arizona House of Representatives. Mrs. O'Neill was one of the initial workers for suffrage in Arizona.



Mrs. Alexander Thompson, of Dallas, Oregon, Democratic member of the state legislature. Mrs. Thompson was the first woman to serve on a National Campaign Committee.



Clarence Cisin, wireless operator, who has been through five battles with submarines.

Cheating the Sub of Its Prey

The True Story of the Wireless Operator on the Destroyed Steamer "Albert Watts"

By CLARENCE CISIN

They built me in a hurry and they skimped about the job,
My engines were constructed on a bet;
My body writhes and moans with every single engine throb,
But I'm splashing thru the briny waters yet.

I've braved the North Atlantic and I've braved the wintry blasts,
I have tarried in the War Zone for a spell;
I've lost a new propeller and I've nearly lost my masts,
And my dynamo's not doing very well.

But I've got real men to sail me—men whose hearts are strong and true,
From the gunners to the lads who scrub the pots;
You may be an ocean "Liner," but don't think I envy you,
I am glad to be—Yours truly—*Albert Watts*.



The gun-crew of the S. S. *Albert Watts* fighting off a submarine in the Mediterranean. Although the ship was finally struck by a torpedo she managed to reach port—almost—only to suffer the remark-

able fate described in the story. The smiles on the faces of the crew make it difficult to realize that they are face to face with death, for within three minutes a torpedo struck the ship.

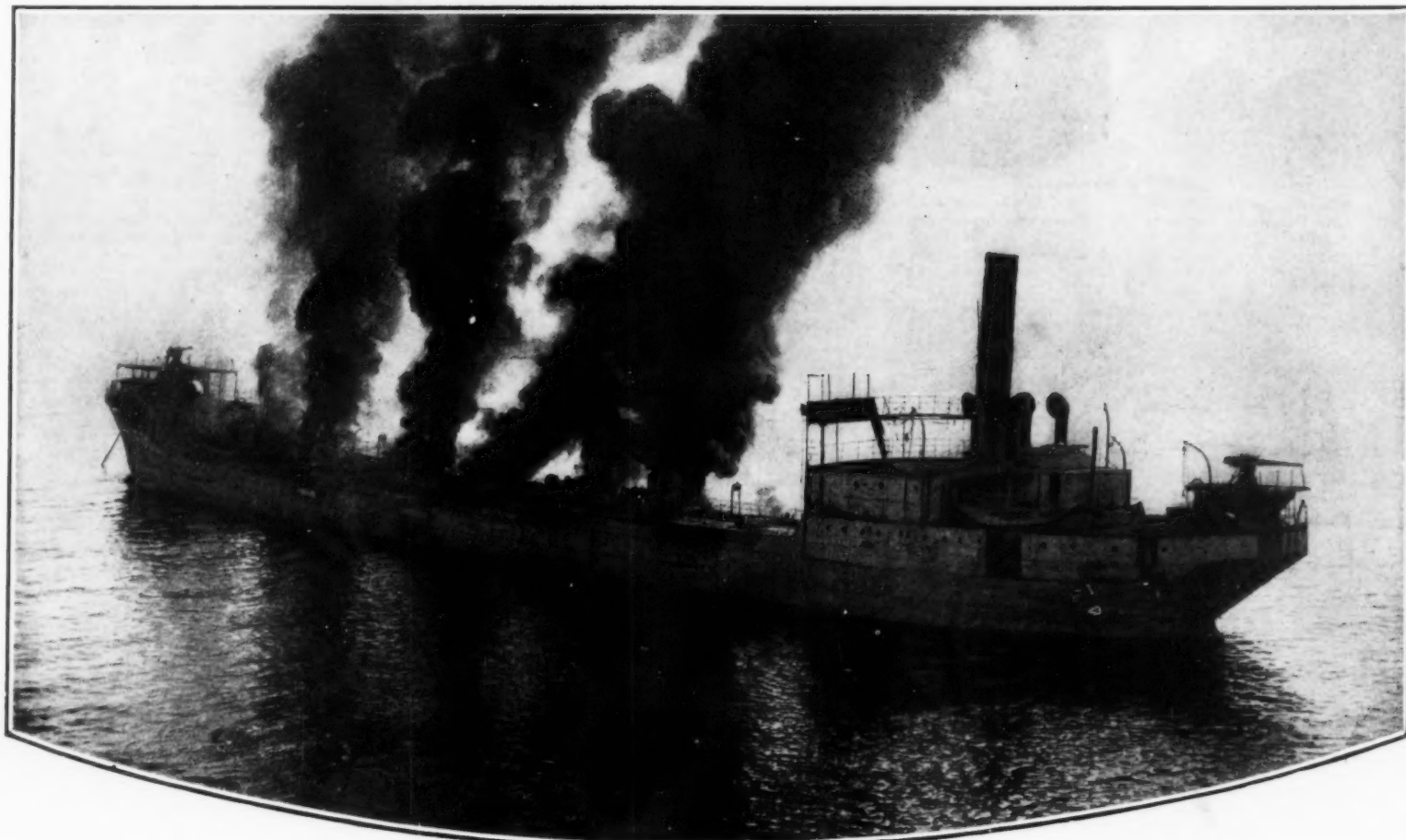
finished it when he threw his cigarette butt over her side.

The first mate of the *Albert Watts* was not a superstitious man and he always laughed at the fellow who wouldn't walk under a ladder or threw the salt he spilled over his left shoulder, and he had crossed the war-zone twice and was all ready to sail with us again. But the day before we started he reported that he had a "hunch" and that if they wanted a first mate they'd have to sign a new one. Nobody could change his mind, so we shipped a new man.

We carried a cargo that by comparison, would make a munition factory or a train load of dynamite seem as safe and secure as a churchyard in Colorado. In our tanks we had 777,240 gallons of gasoline, 120,000 gallons of benzine, and 400,000 gallons of fuel oil.

Fate had been rather unkind to the *Watts*, as on her maiden trip, she had lost a propeller while in the war

(Continued on page 303)



The last of the oil tanker *Albert Watts*. This ship had a long series of remarkable escapes and finally elected to perish by catching fire from the sea itself.

"THE roads to Ypres are paths to glory and the grave." These were the words of the Major, as the battery in the dead of night came around Suicide Corner, passing in column of route to occupy once more a bloody position in the dreaded salient.

"To the grave, but not to glory," said the sober subaltern. "There's no such thing as glory in this war."

The sober subaltern called it "Ichabod—the war in which the glory is departed." He was sad indeed, remembering tales of other days. "I was born a hundred years too late," he sighed, as he thought of his vanished dreams. He was cradled in a garrison city by the sea, where the fife and drum throbbed out their greeting to the dawn, and where a silver bugle sang its swan-song to the closing day. The martial melodies were in his blood. His boyhood days were passed beside the surges where the battle-fleets were moored, while from the battlements above his town he saw his proud flag fly and watched the scarlet troops come down.

But now the glamors of his boyhood days were flown and naught but cold and mud and bitterness and death remained on that awful landscape fronting toward Hill 60.

"Distance lends enchantment to the view." This trite saying has many applications, but above all, it applies to martial glory.

I talked once with Trooper William McCormick of the 8th Royal Irish Hussars, who rode with the Six Hundred in the immortal Charge of the Light Brigade. He said nothing of martial glory, but he talked much of the bitterness of the Crimea, of the lack of food, of the terrible cold, of the suffering of men and horses in bivouac throughout that awful winter.

"Trooper, do you remember the morning of the Charge?" I asked.

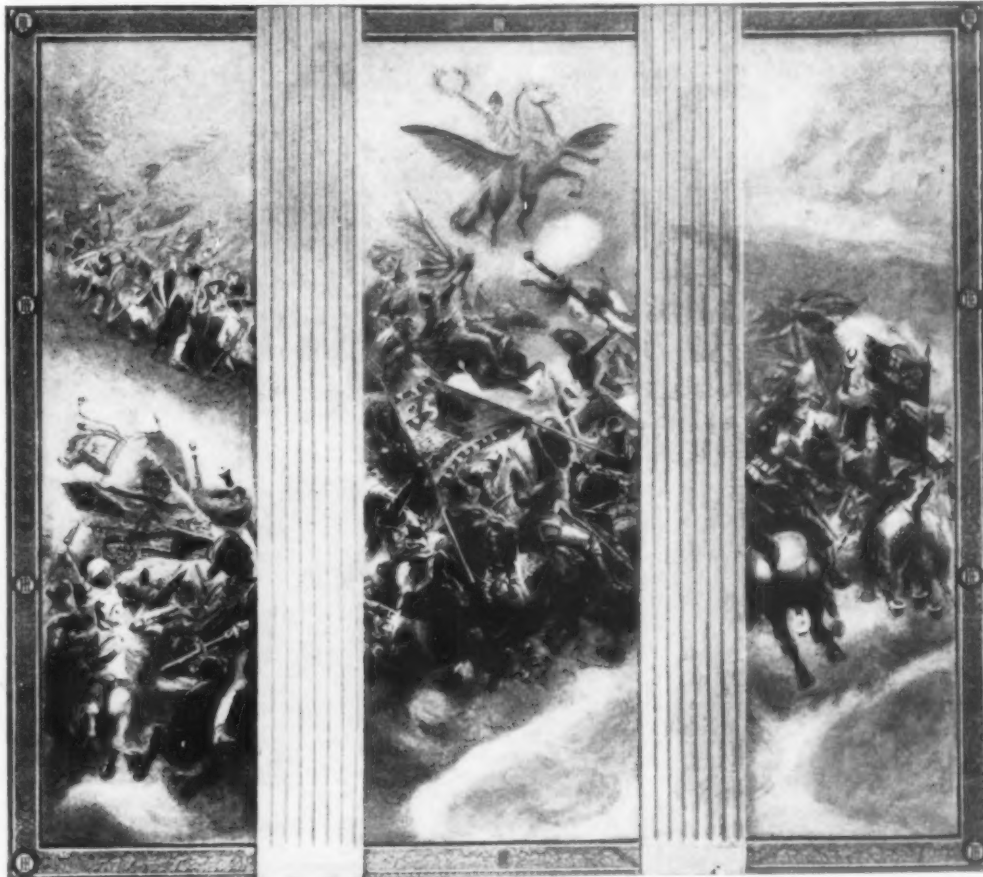
"I remember it as if it was yesterday," he answered. "The 'orse lines was muck and damp, and me mate and I was cursing as the mist came floating up the Balaklava Valley." He said nothing about the glory of the charge, but talked only of the hardships and the sorrows. The long Valley of Balaklava for Trooper McCormick was a nightmare of haunting gloom, a place of abysmal wretchedness where he left most of his friends forever.

I had always thrilled to Tennyson's "Charge of the Light Brigade." But the background which Trooper McCormick gave to the poet's flashing picture turned all its gay and glittering hues into a sombre gray.

Recently, I heard a friend comparing the British entry into Jerusalem with the glory of that other triumphal entry in the time of the Crusades. "Those were the days for fighting!" he exclaimed.

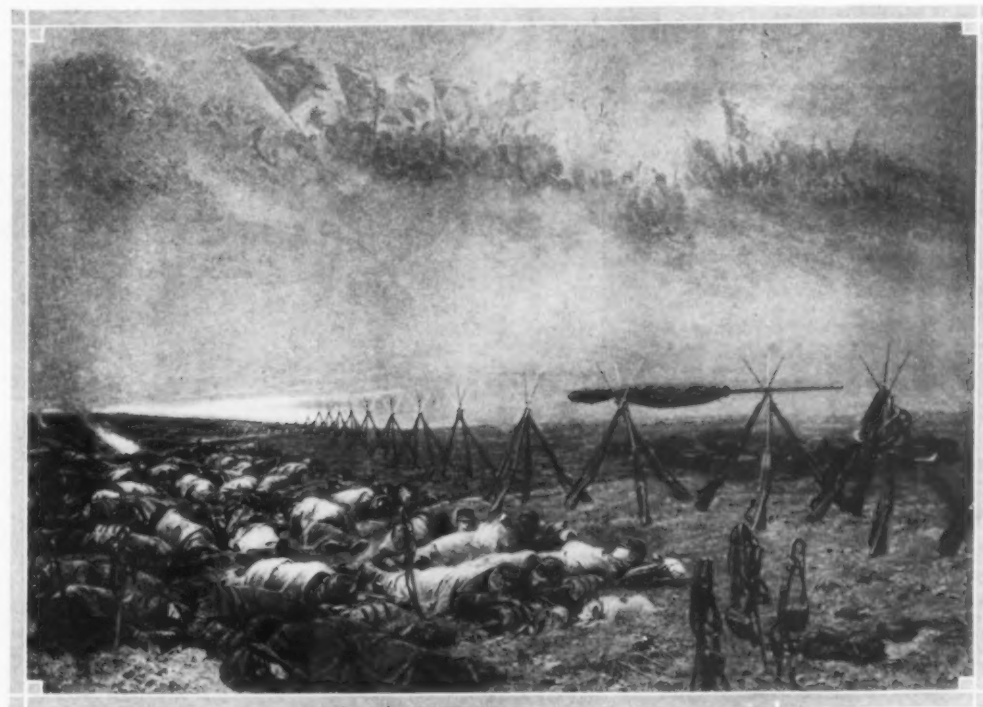
The Way of Glory

By CAPTAIN ARTHUR HUNT CHUTE
of the First Canadian Contingent



"La Chevauchée de la Gloire," painted by the famous Edouard Detaille, was ordered by the French Government for the Pantheon. Its peculiar coloring makes reproduction difficult, but the spirit of the picture is

not lost—the pulsing glory in the trappings of war. The great war, Captain Chute declares, has lost the last shred of the old Romance, but shines with a brighter splendor, the glory of the common man.



"Le Rêve," companion piece of "La Gloire," is a favorite with every veteran, and many an old soldier smokes his pipe of memories before a lithograph of this painting.

And how "the dream" has changed! These men who fought at Strassburg never knew what barrage fire meant, never conceived a charge led by a fleet of tanks!

Our British troops in khaki filing through the gate at the Tower of David seem a poor spectacle indeed compared with the plumed knights of Godfrey de Bouillon, with tossing spears and coats of shining mail. But I doubt if those brave knights, sweating under their hundred pounds of iron, felt much more glori-

ous than a promenading junk-shop by the time they reached the Heights of Zion after months of hot marches over desert lands.

When I crossed the Atlantic in 1914 with a convoy of thirty transports, a deck-mate was forever bemoaning the departure of glory from the sea. By day the mile-long columns sailed across the ocean's gray. By night the blinking warships folded us across the vast and heaving waste. But my mate was repining for the "good old days" of Nelson and of Drake. Their glory he could see in the enchantment of far distance. A vast and panoramic picture of modern glory on the sea was stretched before him, but he could not see it. He himself was a part of that grand New World armada, but he was too engaged in envying the past to regard the vaster splendor of his present.

When we were near to England, the battle cruiser *Princess Royal*, one of our convoying warships, steamed at full speed between our lines. She was stripped for action, with her great guns pointing upward. Sailors in dirty jeans thronged her decks, and up along the fighting-tops appeared the men in blue. Thirty thousand tons went by at thirty knots an hour, and as she passed with cheers and answering cheers we heard her band sounding out our national song, "O, Canada." Our melancholy mate in that short thrilling moment caught his breath, and cautiously admitted from the honor of the past, "That's some sight!"

But when the *Princess Royal* had passed, "sky-hooting through the brine," the melancholy one deplored: "She hasn't got a look-in with the yards and spars of those tall gay ships they used to have in Nelson's day."

If our melancholy mate could have descended into the *Victory's* between-decks, during battle, with its foul and loathsome quarters and with its awful filth and stench, the brightness of that distant glory might not have shone so fair for him. We are all dazzled by alluring glory far away,

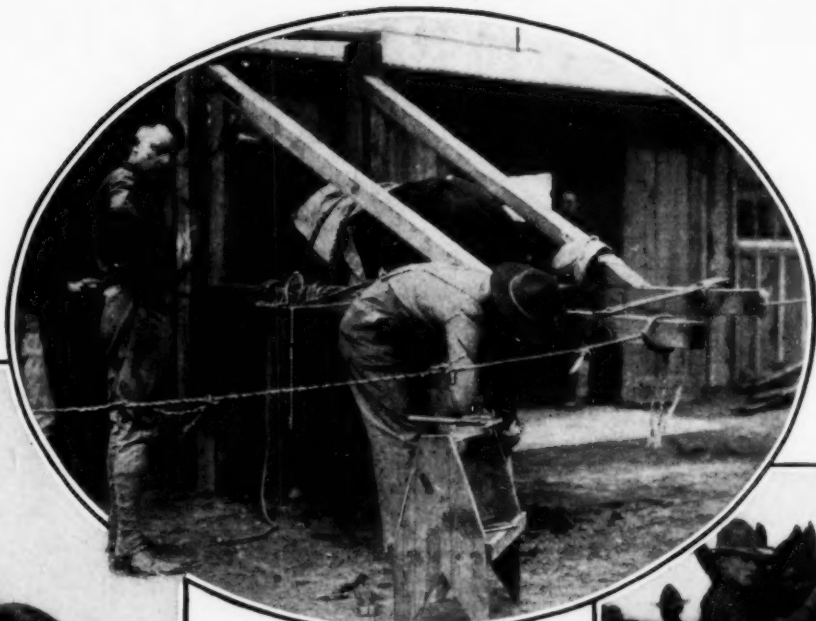
(Continued on page 307)



Captain Arthur Hunt Chute is one of Canada's "glorieux." After two years in France he was invalided from the service, having suffered a concussion of the brain while fighting on the Somme.

The Glory of the "Mule Skinner"

Pictures by
EDWIN RALPH ESTEP
Staff War Photographer

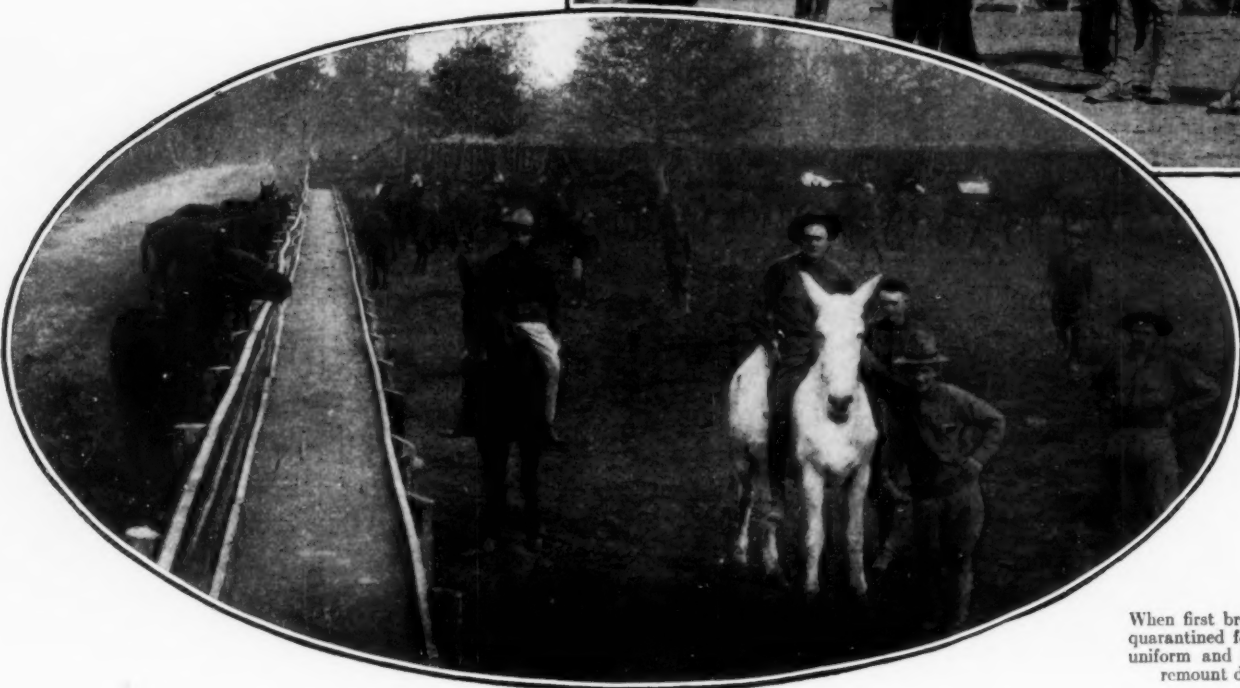


A "mule Skinner" is a teamster in the army. His glory is chiefly of the unsung kind and his hours are long. Despite the common idea that this is a motor war, the army mule still reigns in the inner circles of a battle front. Beyond the motor zone, on many sectors the bread and ammunition must go to the front in carts drawn by mules—in some places in packs on the backs of mules. Often, when the night guns are singing the dough boys to sleep, the mule skimmers, in endless files, are plodding slowly alongside their patient beasts, each pair conveying three or four hundred pounds of food for men in the trenches. Above, the "Safety First" rule is applied to the shoeing of an "outlaw" with an undetermined wallop.



An artist's conception of a mule Skinner would probably picture him perched on an army wagon cracking a long whip over six tangled shavetails. His home duties are not so spectacular.

Your old friend the rookie, whether he is to be a mule Skinner or an artilleryman must learn to ride horseback. No saddle is included in the elementary instruction, which is totally a case of man and beast. In the artillery or in the infantry, the mule is the ideal beast of burden. He eats less and works longer than the horse.



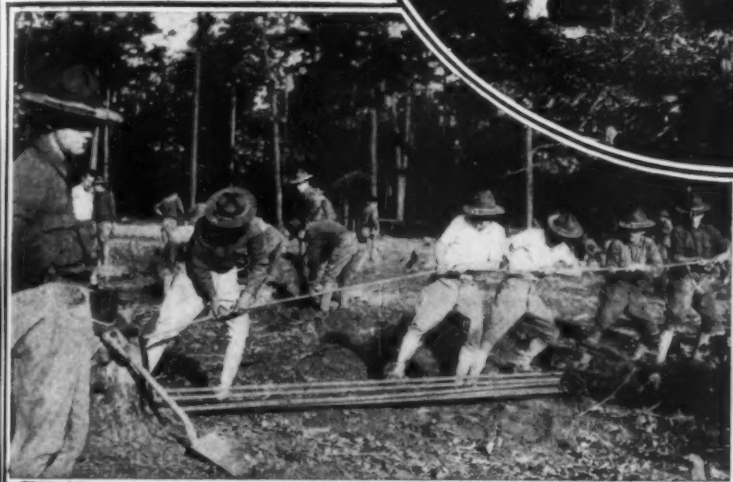
It takes wranglers of extensive previous experience to teach a drafted mule the first lessons in army discipline. Many of the horses and mules received at the remount depots have been only partially broken on the ranches.

When first brought to an army camp the mule is quarantined for a fortnight before he is given his uniform and hitched to a wagon. The average remount depot has little malignant disease.

ninds of Camp arties

Glade-Making Easy for the Engineers

Pictures by
JAMES H. HARE
Staff War Photographer



Stump blasting in the National Army is done in the same noiseless way as the artillery practice. Explosives for any purpose seem to have been the last thing the Government wanted the boys to monkey with.

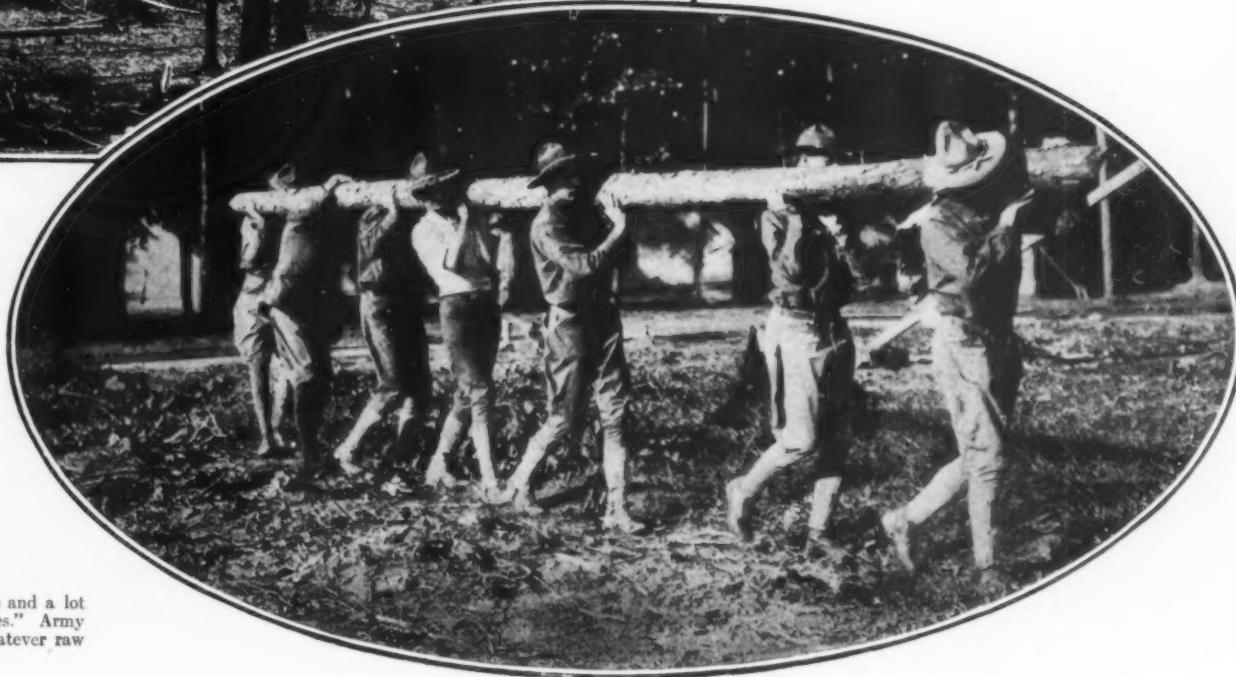
Many young men who thought well of the Engineering Corps when they joined the colors did not know that stump extracting was one of the manifold pursuits of this versatile branch of the service. During the last few months they have learned how to do well almost anything to which they lay their hands. They will learn still more in France, on the many tasks within the war zone.



In Detroit an engineer is a man who gets a salary and New York expenses for putting pictures of automobiles on tracing paper, but in a National Guard Concentration Camp he is a combination lumberjack, landscape gardener, and wheelbarrow pilot. His mission extends from camp clearance to the biology of trenches.



The woods are full of them—but not the Malancourt Woods, which still are being held by the French while Sammies train in the Carolinas and handle logs and build bridges, giving the Ordnance Department a chance to "hustle" for the implements of war.



"Spare WHAT tree? We need this one and a lot more just like it for camp telephone poles." Army engineers are taught to work with whatever raw materials are at hand.

Labor Shortage Post-War Problem

By EDWIN A. GOEWEY

Photographs by Brown Bros.

UNUSUAL and drastic action has been necessary to solve some of the problems which the United States has faced since this country declared war against Germany. The termination of hostilities, however, will place before the people of the nation additional trying problems, and some of them, probably, will be more difficult of solution than those which have been encountered. Of these latter the greatest will be a shortage of labor throughout the country.

It is conceded that the United States never has failed to reach its objective. Called upon to do its bit in the current titanic struggle for humanity, the nation is going about the performance

to keep the residents from the Mississippi to the Atlantic from further physical suffering from cold, and to enable the vessels cluttering our ports to steam for the other side with the men and supplies so essential to the needs of our European allies.

It was one of the severest lessons the people of this country have had brought home to them in many a long year; but will it serve to awaken in us a realization of our greatest shortcoming? Will it cause us to look ahead more diligently in the future and strive, by adequate preparation, to discount the difficulties still to be met and overcome? It should. If it does not we will be called upon again and again to pay



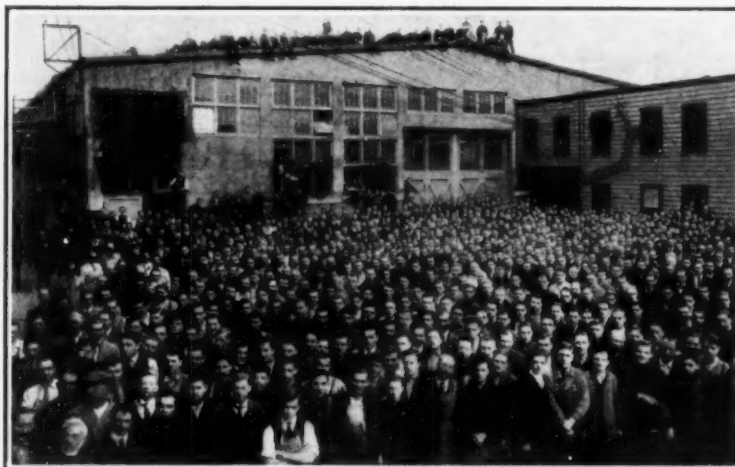
of its duty cheerfully and generously.

This has been proved to date by the manner in which its best manhood has enlisted to support the colors, by the general conservation of foodstuffs and other essentials that our allies may receive a liberal share of them to replenish their scanty stores, by over-subscriptions to the Liberty Loans, and in many other ways. But it must be admitted, though with regret, that this country does not always take the shortest route to the point for which it sets out.

With almost unlimited resources, wealth exceeding that of any other nation, an abundance of ingenuity, initiative and reserve energy capable of surmounting all difficulties, we have been prodigal to the point of wastefulness of our forces. We have been compelled, more than once, to put forth unusual effort to overcome conditions, when we might have conserved our energies for even greater achievement had we exercised more forethought and prepared to meet circumstances before they were actually upon us, as is usually done in those countries where the resources are more limited than here.

The uselessness of weeping over the milk which has been spilled is too evident to admit of argument; but there is no gainsaying the fact that the mistakes of yesterday should carry with them a preachment so convincing as to prevent their repetition, and make us more careful in arranging to meet the difficulties to be coped with tomorrow. But that we, as a nation, have

Contrary to popular belief, the immigration authorities declare that there will not be a post-bellum influx into America from Europe. Hundreds of thousands of men who have been glad to take advantage of America's wage scale will answer the frantic calls of labor-depleted Europe and go back "home" when peace is established.



Out of the factories and the shops these men are pouring today, ready to file back through the gateway when the whistle blows tomorrow morning. Better paid, better fed and working under better conditions than ever before, many of these men will turn their backs on America the day that the war is ended and go back to their European homes with comfortable little fortunes. Who will fill their places?

not as yet learned this lesson thoroughly was made evident by the recent crisis which compelled a large portion of the workers in the eastern half of the country to cease their labors for a time that the congestion of freight might be broken and sufficient coal obtained

for our neglect, and pay with staggering interest.

Yes, today we are facing and overcoming the problems of war. But there is coming a tomorrow—after peace has been declared—and it is to the weighty problems of that tomorrow which we now should be giving most serious attention that we may have completed our preparations to meet and solve them before they actually are upon us.

And the greatest of all these problems, the one to which many a far-sighted business man already has pointed with dread, is the labor-shortage problem. Unless we begin now and prepare thoroughly to meet the situation which threatens to obtain throughout the country after hostilities have ceased, we shall face a crisis far more trying and far-reaching in its consequences than any which the war has brought to us.

For many months there has been a serious labor shortage in all parts of the United States, and each succeeding week aggravates the situation. When the men of the second draft are sent to the cantonments this shortage will be advanced to the point of acuteness.

The great business interests of the nation long have felt the labor pinch, and some scattered efforts are being made to perfect a scheme by which the situation may be relieved before many industries actually are crippled. In some instances women are being called to fill the breach, but those most vitally interested do not hesitate to state that it is doubtful if a sufficient

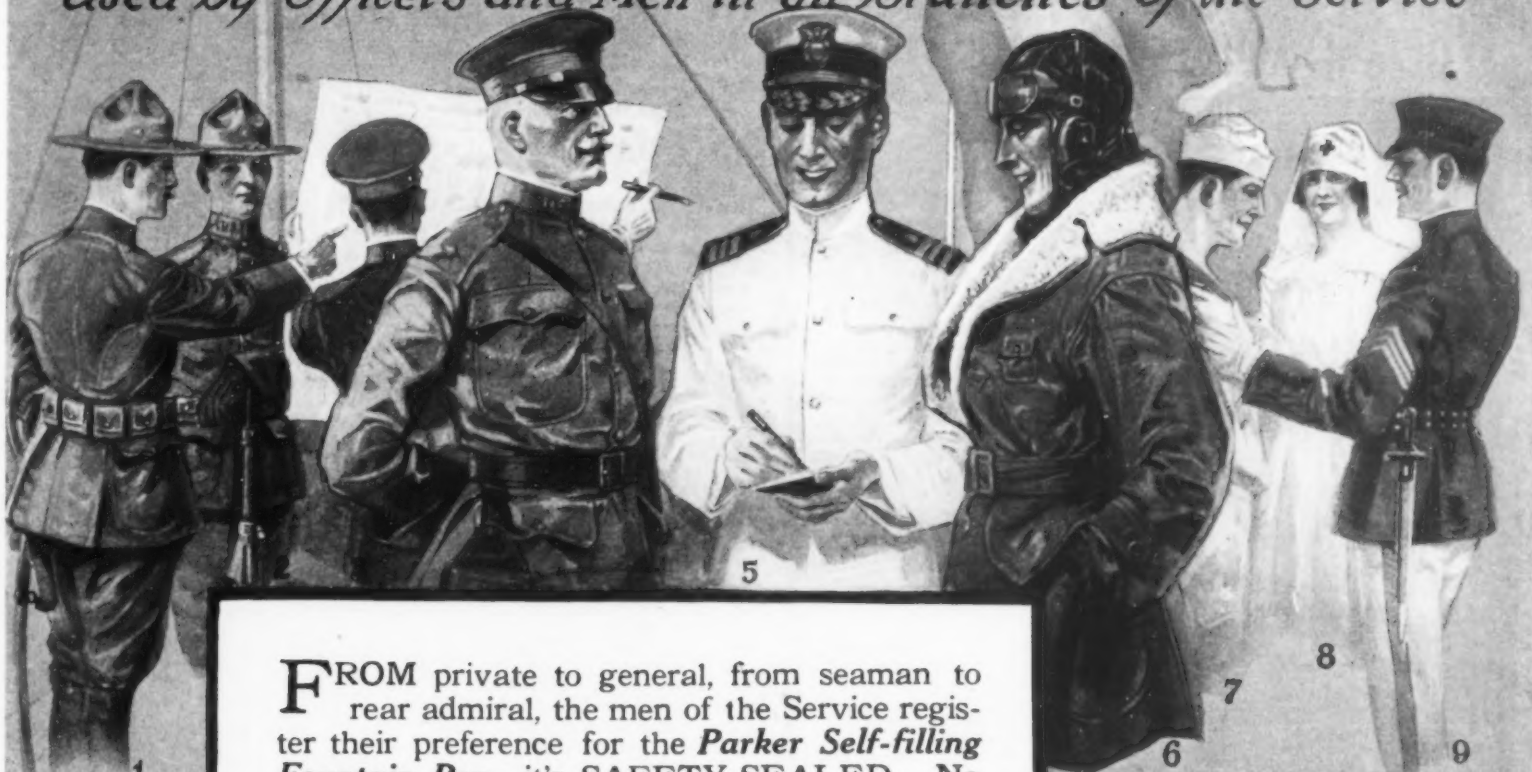
(Continued on page 308)



"Comparatively few of the immigrants," it is reliably stated, "despite the fact that they have been able to save, have invested in land here. No, their dreams have been to return to their own kind." Many employers believe that unless we

prepare to meet this desertion from the ranks of labor we shall have a greater problem on our hands than any which the war has forced upon us. Scientific study of the labor problem will do much to solve the problem.

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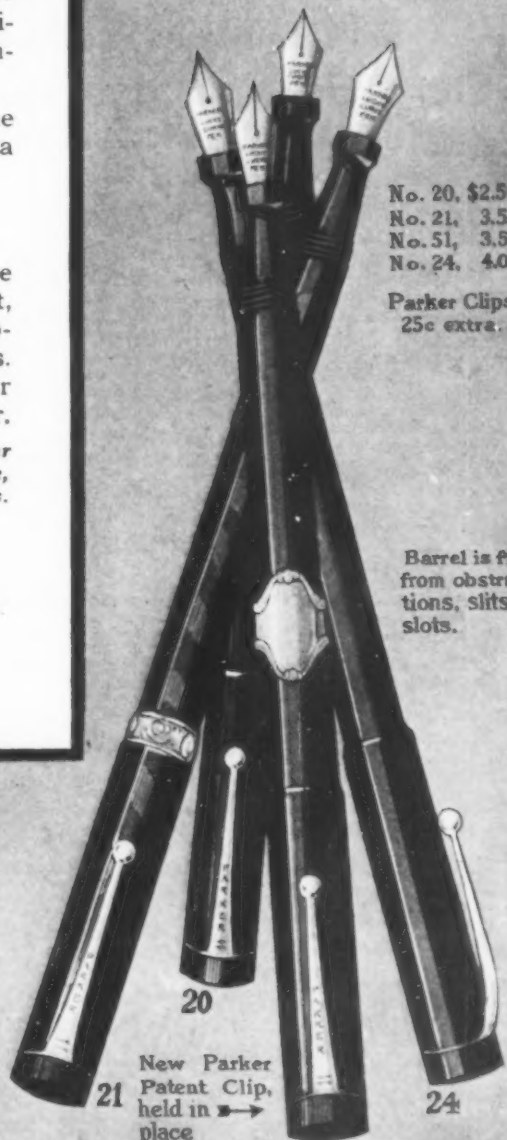
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7. U.S. Sailor 8. Red Cross 9. U.S. Marine

Where Money Didn't Count



He was a young son of Palestine, one of the barons of the Almanac of the Ghetto, who believed in the all-purchasing power of money, and whose custom it was to divert his thoughts from the cares of business by seeking conquests in other fields.

She was young and charming, and her name appeared in the *Almanach de Gotha*. But if her coat-of-arms was very old, her income was very modest.

She was standing in rapture before the showcase of a Russian fur dealer, but the price of the coveted sable filled her with visible despair. As he watched her he thought he saw his opportunity. Would not Madame accept from him this sable skin as a gift? "Are you in earnest?" she asked in startled surprise. "Fully," he replied. The young woman regarded him with a peculiar smile: "Very well," she answered, then naming certain conditions.

What these conditions were, and how the gay Lothario was caught in his own trap, is an amusing story that is a gem of art and irony, a story with an unexpected ending that will do your heart good, told as only

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Money Back If Not Satisfied

Watching the Nation's Business

By THOMAS F. LOGAN

LESLIE'S WEEKLY BUREAU, WASHINGTON, D.C.

A Coalition in the Senate

THE fact that Senator Thomas S. Martin, majority leader in the upper house, did not present the administration's government reorganization bill is extremely significant. Senator Martin has endeavored to avert discussion by stating that he was not asked to introduce the measure. That statement, however, falls within the category of senatorial camouflage. If Martin was not requested to get behind the bill it was because the White House knew he was hostile to the proposed plan. The selection of Senator Overman as sponsor for the measure merely furnished a new marking in the gradual drifting of the Senate from executive control. The White House cannot be blind to two important changes in Congress that have developed in the last few weeks. It is now apparent that Republican leaders will accept the challenges that have been foolishly flaunted before them during senatorial debates and, hereafter, will fearlessly attack inefficiency in the Government wherever and whenever it is manifested. More important still, the ablest Democratic leaders in the Senate have discarded their former attitude of blind obedience to Administration wishes and will at least silently oppose measures they do not approve. Martin, Chamberlain and Hitchcock are three of the most powerful Democrats in the Senate. They have clashed, more or less openly, with the White House. Their sympathies in coming trials of strength are likely to be with Gallinger, Lodge, Smoot, Penrose and other dominant Republican leaders in the fight for senatorial prestige and power. The White House is confronted by a silent coalition in the Senate that will make itself felt in the coming month.

The New Railroad Fight

PRESIDENT WILSON'S difficulties with Congress will not be confined to the Senate. A storm of opposition to the Administration's railroad bill is gathering strength in the House of Representatives. The measure, as offered by Chairman Sims, of the Interstate Commerce Committee, gives the President the final say on rate-fixing. This feature will provide the keynote for Republican opposition. Representative Lenroot will lead the fight and base his attack on the argument that rate-fixing powers cannot be taken away from the Interstate Commerce Commission and the various state utility commissions without specific legislation by Congress. The real opposition in Congress, however, may be traced to the fear of permanent Government control. The Senate and House are determined that the railroads must go back to their owners when the war is ended. The Senate has set a time limit of 18 months after peace is declared and the House time limit is two years. The Administration strongly objects to a definite time limit. Secretary McAdoo has gone to Congress on several occasions to argue against a specific limitation of federal control. Nevertheless, both houses are firm in their insistence on a date not more than two years beyond the termination of hostilities. Conservative Democrats will join forces with the Republicans to fight any proposition that threatens permanent Government control of American railroads.

What the War Is Costing

REPORTS from Treasury Department auditors show that the war is now costing the United States between twenty-five and thirty million dollars a day, or about eighteen thousand dollars a

minute. The first ten months of war cost this country a little more than \$7,000,000,000. Government expenses, which amounted to only a little more than \$83,000,000 a month prior to last April, jumped to \$114,000,000 in May; \$134,000,000 in June; \$208,000,000 in July; \$227,000,000 in August; 349,000,000 in September; \$462,000,000 in October; \$512,000,000 in November; \$611,000,000 in December; and \$715,000,000 in January. More than half of these expenditures, or \$4,121,000,000, during the ten months that followed America's entrance into the war, was in the form of loans to the Allies. About 95 per cent of the balance went to the army, the navy and the shipping board. Naturally, the increased activities of these departments will cause a big jump in war expenditures next summer. The United States is paying about one-fifth of its bills as they are contracted and is borrowing money to meet the other four-fifths. The sales of Liberty Bonds to date have realized \$5,792,000,000 and taxes have brought in \$1,250,000,000. If allowance is made for Allied loans, which may be regarded as offsets to this Government's borrowings, it is obvious that almost half the money spent by the American government from April to February was paid by taxes, and only \$1,429,000,000 came out of the Liberty Loans. At the present rate of expenditures this country, the wealthiest nation in the world, could continue the war for a quarter of a century. That is one of the factors that Germany discounted when she inaugurated her campaign of submarine "frightfulness" a year ago.

A Lost Leader and a Lesson

WHEN members of the United States Senate gathered to hear President Wilson's request for a declaration of war against Austria-Hungary it was observed that the lawmakers of the upper house marched two-and-two, with one exception. That exception was Robert Marion La Follette, of Wisconsin. It may, or may not, have been a coincidence that the leader of the "Wilful Group" moved through the corridors alone. The fact stands, however, that the premier pacifist of the Senate is today an ostracized man. His voice is seldom heard in debate and commands no attention when it is raised. He is shunned by his colleagues and avoided by newspaper correspondents. Questions to which he has given a life study are being debated in the Senate, but no one cares to hear his opinions. Senatorial conservatism probably will save him from expulsion, but his continuance in the Senate is almost without value to his State and country. This fact must impress everyone who recalls the period when La Follette was a powerful leader in the upper house. He exerted a tremendous influence on the actions of Congress and his speeches were heard with respect, even by his enemies. His pacifist attitude has brought to an end a career that was stormy, but brilliant. If he had proved loyal to his country and outgrown his more dangerous radical impulses, he might now be a powerful and respected Independent, able to aid the counsels of the nation with wisdom acquired by the application of great talents to a close study of economic questions. Instead, he is a gloomy and forbidding figure in the home of his former glory. La Follette is paying the price of disloyalty shown when the country that had honored him called loudest for patriotism. His folly may be apparent to him now, but the lesson has come too late.

(Continued on page 309)

Cheating the Sub of Its Prey

(Continued from page 296)

zone and had a serious collision with an English destroyer on the same trip.

She was a long, low, rakish-looking craft, with the customary placing of bridge and cabins aft.

What it took to make speed, the *Albert Watts* did not have. At nine knots every inch of her writhed and moaned and protested; at ten, a wailing sigh gave promise of a speedy breakdown; at eleven—but why figure on impossibilities.

We pulled out of New York at 6 p. m. the evening of October 29th. It was a dark, gloomy, misty sort of night. *Mis Statue of Liberty* seemed to be saying, "I hope you make it, but—"

Wednesday, November the 28th, made its appearance exactly the same as any other Wednesday night. At 7:45 a. m. we were just about off the much "be-warned" Cape Berta where the "subs" were known to lurk. The knowledge that we had only forty miles further to travel lent an air of false security to the atmosphere. At 8 a. m. a submarine's periscope was sighted by one of the destroyers of our convoy which immediately opened fire upon it. That was the beginning of the end of a perfect day. Two armed merchantmen began shooting at what appeared to be the wake of a submarine, moving swiftly under water. The other destroyer joined in the fray with two large caliber guns and a depth bomb dropped in for luck. Hardly fifty yards astern of us we sighted a submarine running just beneath the surface of the water. It looked like a huge dark animal running wild. Our after guns spoke up with a thunderous crash. We fired six shells in rapid succession. The lookout on the forward gun reported a moving object, directly ahead of us and our forward gun opened fire upon it. The *S. S. Westcott*, an American oil tanker in our convoy, also commenced shooting and one of her shells struck the water directly above the spot where the submarine had been sighted. Dark smoke arose from the water above this place for the next few minutes. We didn't linger around and look for pieces of wreckage, but it is probable that the U-boat had been struck. The destroyers continued swiftly manoeuvring around us, and the merchantmen kept up an almost continuous firing at every suspicious activity in the water. Cape Berta was making good and living up to her reputation.

Around nine o'clock there was a lull in the firing and several of us went below to get our unavoidably delayed breakfast. But the German schedule read differently. We were hardly seated before a severe shock rocked the ship. The vessel felt as if it had struck bottom, but that was not the case; a destroyer had dropped a depth bomb in our vicinity and the shock we received was due to its extremely powerful discharge. We decided that breakfast was a luxury after all and came up on deck hungry. Undoubtedly there were three or four submarines operating in our locality.

At about ten o'clock we were heading the convoy, and the firing had died away to an occasional shot or two; suddenly we felt a terrific explosion. The whole forward part of the ship was lifted into the air, as if it were in the clutch of some giant hand, and an immense cloud of dark smoke rolled back over the entire ship. The vessel quivered and tingled as if its every seam were about to give way. A heavy washbasin, clamped securely to the wall of my wireless cabin, was completely snapped from its pipes, lifted from its fastenings, and thrown upon the floor. A geyser of water from the broken pipe drowned everything in the room. Pictures, lamps, books, and chairs tumbled around the cabin and upon the floor. Fumes of benzine and gasoline

penetrated everything. Most of us felt a queer dizziness and breathing was very difficult.

We had been struck in the forward tanks on the starboard side and the vessel began to sink slowly, taking a heavy starboard list. The ponderous eight inch steel decking was literally ripped apart and pieces of the exploded torpedo flew in all directions.

There was a cry of all hands to the life-boats. Everyone expected the gasoline to ignite and there was a mad rush to the boats. The wind was blowing aft, and had fire started, a boiling sea of flames would have made escape impossible. Several of the seamen and firemen commenced to lower their life-boat before the command to abandon ship was given. They succeeded in getting half way down the side of the vessel, when the lines fouled in the davits and they were suspended where the fumes were strongest. Two of them were overcome by the poisonous gas fumes and fell into the water, and the two remaining ones fainted dead away in the life-boat.

The ship, badly damaged and leaking excessively, gradually righted itself and as the sudden rush of air had damped the explosion in the tanks, the danger for the moment was over.

The two men who had fallen into the water were picked up by a destroyer. We succeeded in hoisting aboard the other men who had been overcome in the life-boat. Their faces were a chalky white with several blotches of purple. By administering artificial respiration they were brought back to a normal condition.

If the torpedo had struck us fifteen yards astern of the place that it did, it would have entered the engine room and burst the boilers. As we had 150 pounds of pressure to each square inch of decking, the remains of the ship and its crew, had this happened, would have been too small to mention.

We decided to try to reach our destination and got under way about two hours after the torpedoing. The water around us was covered with gasoline and benzine and as we steamed ahead, we left an ever-flowing trail of it upon the water's surface.

The same evening, about 6:30 p. m., we were nearing the harbor of Genoa. A signal rocket to call a pilot was lit on the starboard side of the vessel, and sparks from it dropped into the water, which immediately caught fire. A serpent of flame, slowly gaining headway began to creep toward us. As the flames spread, a dull red glow illuminated our immediate vicinity, throwing a ghastly light upon the strained, tense, faces of the men. The entire crew was lined upon the after poop watching what seemed to be inevitable death, knowing that the flame had only to reach the torpedoed tanks to spread hundreds of thousands of gallons of liquid fire around upon the vessel. It was like being the chief furnace-tender at your own cremation.

We had been going at slow speed, and, as the fire gained headway, the full-speed-ahead signal was given. The vessel was also brought up sharply to her side in a zig-zag fashion. The increased churn of the propeller and the sudden swerving of the ship broke the chain of fire.

Our torpedoing in the morning might well have been called flirting with death, but steaming through the fire in the evening was making violent love to it.

We explained to the pilot the danger of taking our ship into the port. The fact that we were likely to flood the harbor with our inflammable leaking cargo, and expose the other ships and even the town of Genoa itself, to destruc-

(Continued on page 304)

Why I Am Paid \$50,000 A Year

How a Poor Young Man Trained for a Big Job—and Got It in Three Years

AS TOLD TO EMERY E. HILL

THERE are only a few \$50,000 jobs—yet of all the men in the country it is difficult to find enough to fill the few big jobs available. There are plenty of men for the \$25-a-week positions—but the thousand-dollar-a-week openings "go begging." How this young man trained himself for earnings of \$50,000 a year is one of the most interesting chapters in the annals of even present day fortune making. This is the story told me, almost word for word, by the young man *who did it*.

"Three short years ago I was \$5,000 'in the hole'—and earning \$30 a week. I had a wife and two children to support, and I used to worry myself sick about the future.

"Today—it seems like a dream—all my troubles are over. I am worth \$200,000—enough to keep me and my family in comfort for the rest of our lives. I own two automobiles. My children go to private schools. I have just purchased, for cash, a \$25,000 home. I go hunting, fishing, motoring, traveling, whenever I care to.

"Let me say in all sincerity that what I have done I believe anyone can do. I am only an average man—not 'brilliant'—have never gone to college—my education is limited. I know at least a hundred men who know more than I, who are better educated and better informed—and their earnings probably average less than \$50 weekly while my income is over \$1000 weekly. I mention this to show that earning capacity is not governed by the extent of a man's education—to encourage those who have not had the advantage of a comprehensive education.

"What, then, is the secret of my success? Let me tell you how it came about.

"One day, about three years ago, something happened that woke me up to what was wrong with me. It was necessary for me to make a decision on a matter which was of little consequence. I knew in my heart what was the right thing to do, but something held me back. I said one thing, then another; I decided one way, then another. I couldn't for the life of me make the decision I knew was right.

"I lay awake most of that night thinking about the matter—not because it was of any great importance in itself, but because I was beginning to discover *what was wrong with me*. Along towards dawn I resolved to make an experiment. I decided to cultivate my will power, believing that if I did this I would not hesitate about making decisions—that when I had an idea I would have sufficient confidence in myself to 'put it over'—that I would not be afraid of myself or of things or of others. I felt that if I could smash my ideas across I would soon make my presence felt. I knew that heretofore I had always begged for success—had always stood, hat in hand, depending on others to give me the things I desired. In short, I was controlled by the will of others. Henceforth, I determined to have a strong will of my own—to demand and command *what I wanted*.

"With this new purpose in mind I applied myself to finding out something more about will power and in my investigation I encountered the works of Professor Frank Channing Haddock. To my amazement and delight I discovered that this eminent scientist, whose name ranks with James, Bergson, and Royce, had completed the most thorough and constructive study of will power ever made. I was astonished to read his statement, 'The will is just as susceptible of development as the muscles of the body!' My question was

answered! Eagerly I read further—how Dr. Haddock had devoted twenty years to this study—how he had so completely mastered it that he was actually able to set down the very exercises by which anyone could develop the will, making it a bigger, stronger force each day, simply through an easy, progressive course of training.

"It is almost needless to say that I at once began to practise the exercises formulated by Dr. Haddock, and I need not recount the extraordinary results that I obtained almost from the first day. You already know the success that my developed power of will has made for me.

"People sometimes worry because they cannot remember or because they cannot concentrate. The truth is, will power will enable them to do both. The man who can use his will cannot only concentrate and remember but can make use of these two faculties. And I want to leave this one word with you—no knowledge, no plan, no idea, is worth a penny unless it is used—and it cannot be used unless someone's power of will does it!"

Prof. Haddock's rules and exercises in will training have been placed in book form, and I have been authorized by the publishers to say that any reader who cares to examine his startling book on will power may do so without sending any money in advance. In other words, if after a week's reading you do not feel that "Power of Will" is worth \$3, the sum asked, return it and you will owe nothing. When you receive your copy for examination I suggest that you first read the articles on: The law of great thinking; How to develop analytical power; How to guard against errors in thought; How to drive from the mind unwholesome thoughts; How to develop fearlessness; How to use the mind in sickness; How to acquire a dominating personality.

It is interesting to note that among the 225,000 owners who have read, used, and praised "Power of Will" are such prominent men as Judge Ben B. Lindsey; Supreme Court Justice Parker; Wu Ting Fang, ex-U. S. Chinese Ambassador; Lieut.-Gov. McKelvie of Nebraska; Assistant Postmaster-General Britt; General Manager Christeson, of Wells Fargo Express Co.; E. St. Elmo Lewis; Governor Arthur Capper of Kansas, and thousands of others.

As a first step in will training, I would suggest immediate action in this matter before you. It is not even necessary to write a letter. Use the blank form below, if you prefer, addressing it to the Pelton Publishing Company, 47-F Wilcox Block, Meriden, Conn., and the book will come by return mail. This one act may mean the turning point of your life as it has to me and to so many others.

PELTON PUBLISHING COMPANY.

47-F Wilcox Block, Meriden, Conn.

I will examine a copy of "Power of Will" at your risk. I agree to remit \$3 or return the book in 5 days.

Name.....

Address.....

DIAMONDS ON CREDIT



WE WILL SEND YOU ANY DIAMOND, WATCH, JEWELRY, SHOWN IN OUR CATALOG FOR FREE EXAMINATION

There are over 2,000 photographic illustrations. Anything you select will be sent, all shipping charges prepaid by us. **YOU SEE AND EXAMINE THE ARTICLE RIGHT IN YOUR OWN HANDS.** If you are perfectly satisfied, keep the selection, and pay on our easy confidential charge account plan. Catalog gives full particulars. **OUR WATCHES** are splendid values, guaranteed by the factory and further guaranteed by us. Watches that will pass railroad inspection as low as \$2.50 per month. **SEND FOR FREE CATALOG.**

The Handsome Solid Gold LA VALLIERE here shown, is our big leader. Four beautiful, perfect-cut genuine diamonds. See Catalog.

Terms: \$2.50 a Month

With stores in leading cities, and our extensive Mail Order House, our large purchasing power puts us in position to make prices which are impossible for small concerns to meet.

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CHICAGO, ILL.
Stores in Leading Cities



New Arrow at the Old Prices

We have decided not to raise prices on the Arrow at least not for a while. You can still buy the 1918 ARROW, the latest models with all the newest features at the old rock bottom before-the-war prices. But we can't promise to hold these prices. Rapidly increasing cost of materials may force us to raise our price. Therefore write to us today and ask for full information and prices.

Pay While You Ride

We will ship you the new Arrow on liberal terms of \$5.00 down and the balance in small monthly payments as low as \$5.00 per month. This offer is open to everyone including boys and girls under 21 years of age providing the order is signed by parents or guardian.

Write today for new catalog that tells about the New Arrow and its great new features. Motor Bike model, coaster brake, Pink Thor's Proof Tires, and the newest features. **ARROW CYCLE CO., Dept. 4465 19th St., California Ave., CHICAGO**

\$1772⁹⁰ 3 Months' Income



In three months' time in a small town, Mark Inman took in \$1772.90 with Ten-Pinnet—the new automatic bowling game that is becoming the craze all over the country. Think of it, almost \$20 a day, with practically no expense! Real bowling—but no pin boys—no expensive upkeep. Ten-Pinnet offers you the opportunity to get into a clean, money-making business on small investment. Easy payments out of your profits.

FREE Book Write today for our free book, telling you all about Ten-Pinnet and full particulars of our great special offer. **TEN-PINNET CO., Dept. 2443 Indianapolis, Ind.**

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Quick Relief for Hoarse, Hoarse, Tickling Throats 25c at all Drug Stores. Sample for two-cent stamp. **Frederick Stearns & Company, Detroit, U. S. A.** Makers of NIP-A-CO laxative cold tablets

\$3 Down and \$3 a Month brings you a demonstrator's model of the superb Rex Typewriter (used merely in demonstrating). This is the typewriter with the Shock Absorber. **You Save \$21.50** But you must act quickly. Our supply of these demonstration machines is nearly exhausted. Write today. **Rex Typewriter Company, Dept. 2443 LeMay Bldg., Chicago**

JAP ROSE SOAP

FINE FOR SHAMPOO

FIBRE LEGS ARMS
4-POUND FIBRE LEGS—ON EASY TERMS. Orthopedic Braces for All Deformities. Send for Booklet. **RAY TRAUTMAN, 641 Dean Building, Minneapolis, Minn.**

Cheating the Sub of Its Prey

(Continued from page 303)

tion by fire, did not seem to concern or greatly interest him and we soon anchored in the center of the harbor. The captain immediately went ashore to try and make arrangements to have the entire crew removed and the ship pumped out at once, but he was forced to return that evening without having accomplished his purpose.

Around noon-time the next day, the third assistant engineer and myself started for shore to get a real Thanksgiving dinner. A young Italian lad about fifteen years old, selling fruit and wine, approached the vessel on its starboard side, near the exploded tanks. He lit a cigarette, and carelessly threw his lighted match into the water, about ten feet from the side of the vessel. The water immediately caught fire and reached the tanks. In a second there was a sing-song rumble, like a symphony orchestra of fifty kettle drums growing louder and louder as the fire gained headway in the tanks. A mass of flame shot upwards, reaching to the top of the masts and enveloping the entire forward part of the ship. The boy who had lit the match was burned to a crisp. One of our seamen became confused by the flames and extreme heat, and jumped

overboard on the starboard side. Later when picked up, his remains were hardly recognizable. The rest of the crew rushed aft and fell over each other in their haste to dive overboard.

The vessels in the harbor kept up a continuous blast of whistles, the naval station sounded its danger siren, and the bells of the city were ringing violently. Small boats of every description, came hurrying out to us and picked up the members of our crew who were swimming around in the water. Some of the men picked up by the life-boats were almost crazed by the experience. They shouted disjointed exclamations of, "fire-explosion-pull-explosion-fire-pull, etc." Their faces were distorted with fear and had the expression of men who had lost all consciousness of their true being. They seemed to have reverted back to beasts. My mascot, a little fox terrier pup, seeing the rest jump overboard, too: a running leap into the water and was rescued. The boat went up in smoke.

That was the end of a 4,000-mile journey, the *Albert Watts* and two million dollars' worth of cargo, but nobody can deny that she finished in style.

The Tuscania

LONDON, Feb. 7.—They stood on deck, those khaki-clad young heroes of the American Army, lined up as though on parade and singing at the top of their young voices "The Star Spangled Banner," as the Tuscania, sinking by inches under them, was sent to her sea grave by a torpedo from a German submarine.—NEWS ITEM.

The Irish Sea is haunted now by grim, gray gliding shapes

That slide along the lonely shores and hover round the capes,

Strange things with cold and slimy sides, that all unseen advance.

And oh! they got our soldier-boys upon their way to France.

Death in a winding-sheet of foam came o'er the vessel's rail,

Our heroes looked him in the eye—not he could make them quail,

And as the broken ship went down their fearless voices rose,

And with Columbia's anthem flung defiance to our foes.

"Star-Spangled Banner"—never since that hymn of liberty

Was born of blood and battle has it swelled so loud and free,

As when its mighty chorus rang, the swan-song of the brave,

From boyish lips before its strains were strangled by the wave.

They got our gallant soldier-boys—those monsters of the deep.

The mermaids cradle many a form for which we long shall weep.

But by the flag for which they died we'll sweep the ocean clean

From Rio to the icy Pole of every submarine.

O! Irish Sea, let all your tides flow gently where they rest.

And lightly let your sea-weed lie on every quiet breast,

For mother-eyes and mother-hearts are full of tears and pain

For sons who'll never answer to the reveille again.

Tuscania! Your name shall be inscribed by Yankee guns

And underscored with steel upon the army of the Huns.

For we, for every bayonet that's rusting in the brine,

Will send a thousand more to join the Allied battle-line.

MINNA IRVING.

Alaska—Garden of the World

(Continued from page 291)

ward of 150 varieties of grain that were ripe on that date, and this was the worst year in the twenty years that I had been in the Territory. The summer was dry in the beginning, then got too wet and all grains matured late."

Asked to describe in unscientific terms intelligible to the layman his methods of evolving plants suitable for Alaska, Georgeson said:

"I soon realized there were no grains elsewhere on earth suited to conditions in Alaska, so we started the work of creating them by fertilizing the earliest varieties we could find anywhere on earth with all the larger and later varieties. That is how these 'wonderful' barleys we now have were produced. To start with, we obtained from the Department of Agriculture a very early barley. It came from a high plateau. It grew at an elevation of 11,000 feet, where the climate was

practically the same as in the interior of Alaska, probably more severe. It was short in size, but very early, the heads short, the beards long. It matured at the Rampart station in 84 days. We used the pollen to fertilize the later and larger variety that would not mature there." (Here the plant-wizard, forgetting, described in scientific terms, puzzling to the average person, the process of pollenization.)

"We obtained a few seeds," he said, remembering, "and from these obtained a cross that was early as the earliest, retaining the qualities of the mother-seed, which was very desirable. Among the offspring we have a number of varieties that differ but slightly from each other. They are beardless, with heads five inches long; they are hull-less, and the grain comes out just like wheat and matures

(Continued on page 306)

Special Opportunities

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Patent Your Ideas. Manufacturers are quickly buying patents obtained through us. Write for free book of 307 needed inventions. **D. Swift & Co., 331 7th St., Washington, D. C.**

Patents Promptly Procured. Send sketch or model for actual search and report—1918 Edition 90 Page Patent Book Free. **George P. Kimmel, 40-C Oriental Bldg., Washington, D. C.**

AGENTS WANTED

100 Men and Women Wanted Every-where quick to take orders for Kantlak Raincoats. Your average order daily gives you \$2,500 a year, and an automobile given in six months. \$100 a month for spare time. In one month Jordan made \$95, Clark \$105, Cane \$107, Foster \$120, Weaver \$120, Wimberly \$144, Headley \$104, Miss Johnson \$104, Whittier \$200. McCrary \$134 in 2 weeks. No delivering. Profit in advance. Sample coat and complete outfit with 65 samples of cloth given. Write for my liberal offer. Send no money. **Cornet Mfg. Co., Dept. D-21, Dayton, Ohio.**

Agents—New Kerosene Burner. Makes any stove a gas stove. Absolutely safe. Every home a prospect. Easy to carry and demonstrate. Big profits. Write quick for territory. **Thomas Burner Co., 3040 North St., Dayton, Ohio.**

Sell Insyde Tyres. Inner Armor for old or new auto tires. Increase tire mileage. Prevent punctures and blowouts. Liberal profits. **American Access Co., Dept. L-1, Cincinnati, O.**

Large Manufacturer Wants Agents to sell guaranteed made-to-measure raincoats, price \$3.50 delivered. Make \$50 to \$75 weekly, outfit free. **Standard Raincoat Co., 395 Broadway, N. Y.**

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Wanted—Civil Service Examinations open the way to good Government positions. I can teach you by mail at small cost. Full particulars free to any American citizen of eighteen or over. Write today for booklet CE2018, Earl Hopkins, Washington, D. C.

Government Positions Pay Big Money. Get prepared for "exams" by former U. S. Civil Service Secretary—Examiner. Write today for free booklet 99. **Arthur R. Patterson, Rochester, N. Y.**

Men—Become U. S. Railway Mail Clerks. \$75 to \$150 monthly. Education unnecessary. Sample examination questions free. Write immediately. **Franklin Institute, Dept. M129, Rochester, N. Y.**

Railroads Want Traffic Inspectors. Pay \$125 to \$200 monthly; all expenses, advancement, three months' home study; booklet L18 free. **Frontier Prep. School, Buffalo, N. Y.**

SALESMEN WANTED

Salesmen—City or Traveling. Experi-enced or inexperienced. Send for our valuable free book "A Knight of the Grip," list of openings and full particulars. Fit yourself to earn the big salaries—\$2,500 to \$10,000 a year. Prepare in Spare Time to make a success like thousands of our members have done. Our Course combines careful training with practical experience. Immediate and unlimited Employment Service rendered members. Address nearest office, Dept. 132, Natl. Salesmen's Tr. Ass'n, Chicago—San Francisco—New York.

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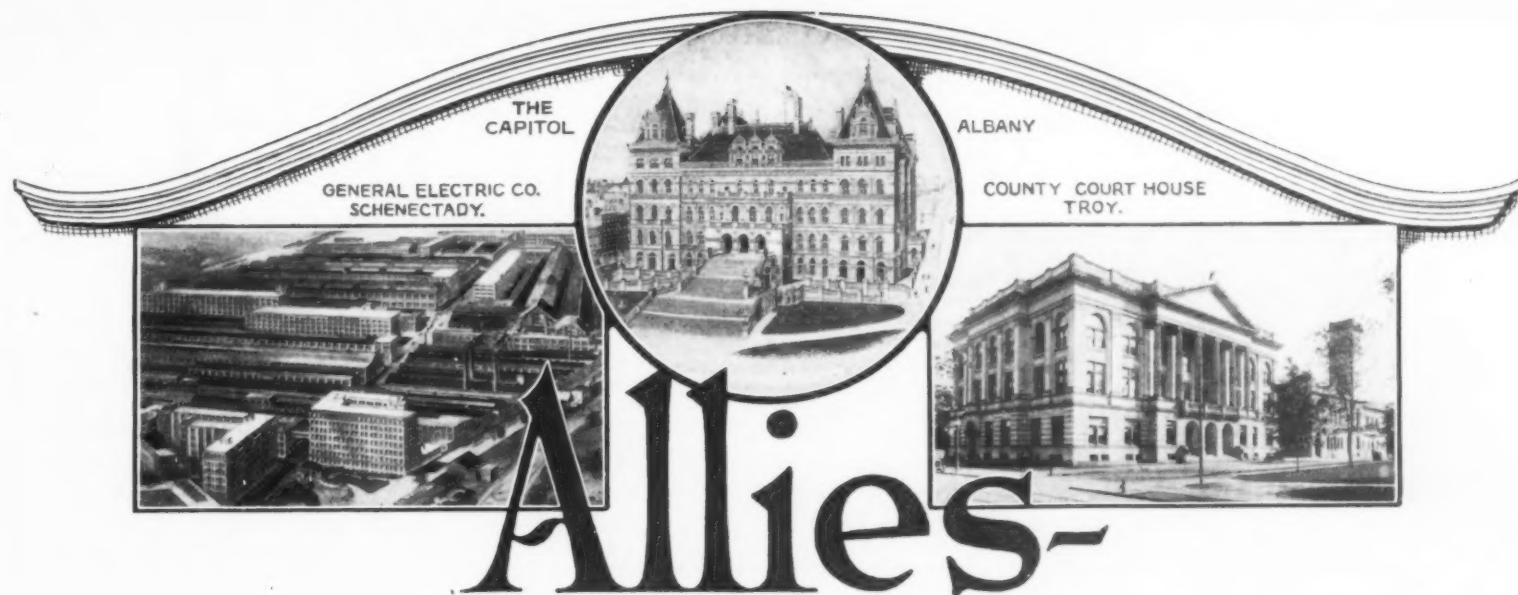
Saves Time, Money, Labor—costs less than the average mistake. The Ray adds with speed and accuracy of highest priced machines. Also directly subtracts. Used by U. S. Government, International Harvester Co., B. & O. Ry., business and professional men everywhere. Complete for \$25.00. Handsome desk stand free. Send no money, but write for 20 day free trial. **Ray Company, 2130 Candler Bldg., New York.**

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Banking by Mail—Invest your savings in our Guaranteed 5% Certificates issued under authority of our Guaranty Bank Law protecting you against loss. Write for our booklet today. **Stock Growers' State Bank, Timber Lake, S. Dakota.**

Advertising in This Column

costs \$2.25 a line. 15% discount is allowed when six or more consecutive issues are used. Minimum space, four lines.



Here is an unusual community—a remarkable trading center—three distinct cities—290,000 people—so closely interwoven in their business interests, by their state highways, steam and trolley lines, by their points of interest, their places of amusement and their NEWSPAPERS, as to form one great community.

THE cities forming this important community are—Albany, 108,000 population, the State Capital and a financial center—a city of diversified interests, the home of the State Government with its thousands of employees, many large industries and a very important railroad center—second largest express and third largest mail transfer station in the United States.

Schenectady, 100,000 population—the home of skilled labor—highly specialized workers, mechanics and engineers, 31,000 of them.

Troy, 80,000 population—a distinctly different city—the collar city with some 20,000 workers, fifty per cent of whom are women.

Albany, Schenectady and Troy are Allies in more than name—they are allies in their aims, ambitions and ideals. Each supplements the others. The jealousy and rivalry usually existing between cities that are near neighbors are peculiarly lacking. They appreciate the close ties which bind them and their prosperity—they realize that as one prospers, all will prosper.

The three cities are united to a great degree by their leading newspapers.

These three evening papers, the Albany Times-Union, Schenectady Union-Star and Troy Record, are Allies—working together in the common cause—in the interests of all three cities.

Each paper is dominant in its own city—their circulation interlocks but does not overlap.

In addition to covering more than 69,000 homes in the three cities, these newspapers reach into the surrounding territory with their circulation and influence, bringing business into this community from over one hundred suburban towns and villages.

This is a natural trading center for over one and one half million people in towns located on steam or trolley lines, or splendid state highways, leading directly to one or all of the cities forming this unusual community.

This important center—any one of these three cities—offers the ideal location for a manufacturer, because of the unsurpassed shipping facilities. Albany and Troy on the Hudson and Schenectady on the new barge canal—ALL are on the direct water route from the Great Lakes to the Atlantic. Five important railroads radiate North, East, South and West from this center. Both coal and water power are procurable at low cost. Tax rates unusually low. But especially is this locality advantageous because of the co-operation and service offered by the cities themselves through their Boards of Trade and Chambers of Commerce.

This great community and trading center, with its three cities and its tributary towns and villages, is the one logical PROVING GROUND for the manufacturer who wishes to test out his plans for National Advertising.

ALBANY, Schenectady and Troy furnish a most unusual market—here is the outlet for sales to one and one-half million people—here are all the factors which permit of a thorough test of a newspaper campaign.

Manufacturers may quickly create a market at a minimum cost. Salesmen can cover the trade quickly and easily by Trolley, Steam or Automobile—Interurban Trolley Service every few minutes—Steam Service almost as often.

The merchandising difficulties encountered in the very large cities are not so acute in this community, and yet your merchandising problems are sufficiently diversified to permit a thorough test of plans in ONE community. Consumers, almost any class you wish to reach, are here—well paid—ABLE to buy—responsive to the right kind of advertising.

And they are reached through the three leading papers, which blanket the community, going into approximately 78,000 homes every evening. A large appropriation is not required. Because of this unusual newspaper situation, we believe that nowhere in the country can a manufacturer get so quick a response with so little money as in these Allied Cities, and through—

The TRI-CITY LEAGUE of NEWSPAPERS

ALBANY
Times-Union
36,000

SCHENECTADY
Union-Star
19,000

TROY
Record
23,000

Any advertiser coming into this community with a meritorious article and the right plan, will receive the hearty co-operation of these newspapers in the many requirements involved in the successful launching of a newspaper campaign.

For full particulars as to circulation, rates and merchandising service rendered by these newspapers, and for complete information regarding this unusually advantageous "try-out" territory, address—

The Tri-City League of Newspapers
Proctor Building
Troy, N. Y.

Barber Shop Conversation

(Any Barber Shop)



GLOVER'S MANGE MEDICINE
H. CLAY GLOVER CO., Inc., 118 West 31st St., N. Y. City

TRY BEFORE YOU BUY

Select the bicycle you prefer from the 44 styles, colors and sizes in the famous "Ranger" line. We send it on approval and 30 DAYS TRIAL, freight paid to your town. Return it if not pleased and the trial costs you nothing.

Write at once for large illustrated catalog showing complete line of bicycles, tires and supplies, and particulars of most marvelous offer ever made on a bicycle. You will be astonished at our low prices and remarkable terms. **RIDER AGENTS WANTED**—Boys, make money taking orders for bicycles, tires and sundries from our big catalog. Do business direct with the leading bicycle house in America. Do not buy until you know what we do.

MEAD CYCLE COMPANY
Dept. W-174, CHICAGO, ILL.

"DON'T SHOUT"



describes causes of deafness; tells how and why the MORLEY PHONE affords relief. Over 100,000 sold. The Morley Company, Perry Bldg., Dept. 774, Philadelphia

Make \$3,000 a Year

NEW HEATLESS VULCANIZER
For repairing rubber boots, hot water bottles, rubbers, inner tubes, tires, etc. Absolutely guaranteed. A sale in every home. Big money maker. Rough made over \$250 first month. Act quick and get all the business. Your territory open. Free sample to workers.
THOMAS MFG. CO., 5614 Gay Street, Dayton, Ohio

Pay as You Wish

Wear a genuine Lachnite for 10 full days. Put it to every diamond test. If you can tell it from a diamond send it back at our expense. If you decide to buy pay only a few cents a day. Write for catalog. **Set in Solid Gold**—Lachnite Gems keep their dazzling fire forever. Cut by diamond cutters. Stand diamond tests—fire, acid and cut glass. Write today for new jewelry book—free. **HAROLD LACHMAN CO., Dept. 2443, 12 N. Michigan Av., Chicago**

Brown's Bronchial Troches
"I am never without them. I find them so handy to relieve a cough, soothe an irritated throat, help voice strain, or to remove hoarseness." Medical troches, not confections. Safe to take, very efficacious, and so convenient to use. Free try them? The 10c Size Box fits the vest pocket.
At all Drugists, 10c, 25c, 50c, \$1
If your dealer cannot supply you, we will mail any size upon receipt of price.
JOHN L. BROWN & SON, Boston, Mass.

I TEACH Penmanship BY MAIL
I won World's First Prize for best course in Penmanship. Under my guidance you can become an expert penman. Am placing many of my students as instructors in commercial colleges at high salaries. If you wish to become a better penman, write me. I will send you FREE one of my Favorite Pens and a copy of the *Businessman's Journal*. Write today.
C. W. Ransom, 337 Essex Bldg., Kansas City, Mo.

BE A BANKER
Prepare by mail for this high profession, in which there are great opportunities. Six months' term. Diploma awarded. Send for free book "How to Become a Banker." **EDGAR G. ALCOCK, Pres., AMERICAN SCHOOL OF BANKING, 410 East State Street, COLUMBUS, OHIO**

FILM FUN
10c a copy For sale on all newsstands \$1.00 a year
Leslie-Judge Company, 225 Fifth Ave., New York City

Alaska—Garden of the World

(Continued from page 304)

early. That is only one sample. We have produced many others, almost equally good, that differ greatly from each other. Some are black, some are bearded, some are without beards. We discard those found to be undesirable. It takes four years before a cross becomes staple and reproduces itself from plants from which the seed was taken.

"Speaking of wheat in particular—" the interviewer suggested.

"We have crossed many varieties," he replied, "always seeking the earliest. Time is the first consideration. After that we select for yielding quality, size of grain and lesser essentials. Our best Alaskan spring wheat will produce forty bushels to the acre, but we soon will evolve wheat hybrids even better, with abnormally large kernels. I obtained from the director of a Siberian experiment station a number of varieties of grains that grow there to perfection, which we found would do well at Rampart. We used these for crossing with larger and later varieties to get an earlier and superior kind adapted to Alaska.

"Nature is helping us. The grain thus produced under the peculiar conditions that we have in the Northland will nearly always be adapted to Alaska conditions. Our hybrids of wheat, barley and oats are earlier in some cases than either of their parents. Nature realized that earliness is the vital necessity."

Professor Georgeson continued: "We are also breeding alfalfa of the finest kind. This plant assimilates in its tissues the free nitrogen of the air. No other plants except the family *Leguminosae*, to which alfalfa belongs, can do this. In cultivating alfalfa we not only get feed and more nitrates than from the common grasses, but the roots and stubble are plowed under, renewing and enriching the soil. The nitrogen element is liable to exhaustion, but can be replenished by the growing of alfalfa. We tried the common alfalfa and found they were not hardy enough. They were killed quickly. So, we obtained a tablespoonful of priceless seed from the Department of Agriculture which had been collected by explorers in far northern countries. This was the *Medicago falcata*. It is a smaller plant, with smaller leaves, a smaller yield, than the alfalfa in common cultivation in the States, but it is succulent and a wonder for endurance. It has yellow blossoms. It thrives under the lowest temperatures. It lives through winters that are death to its southern cousins and comes up smiling in the spring. It is a prolific producer of seed and reproduces itself amazingly. In time we shall get enough seed for the entire area of interior Alaska. I now have ten acres at Rampart.

"Ever striving for something better, harder, earlier, we have crossed this alfalfa with the Grin variety, which will live for two winters and be killed out on the third, and already have obtained some valuable crosses. We haven't fixed any distinct type yet, but we will do so. It is only a matter of time. Science can do anything it wishes to with plants. They are as pliable as clay in the hands of the potter. Time and patient effort will work wonders, indeed, in Alaska."

Professor Georgeson was asked about berries.

"We have produced a hardy strawberry plant," he replied, "perfectly adapted to the Northland. Millions of dollars—if its value could be measured in money terms—would be a paltry fraction of its worth to Alaska. If the Department of Agriculture had done nothing in the Northland except this one thing, all the efforts, hardships and expense would have been more than justified. You may use your choicest superlatives in describing this strawberry: it is food fit for the gods. "When we first began experimenting

we tried about fifty different varieties of plants, obtained from the Agricultural Department. The following spring they were all found surviving at Sitka, where the climate is much milder than in the interior. Then we began trying to infuse into these plants some of the hardness of the native berry, and to do this we fertilized the blossom from the pollen of the wild plant. Came soon a lot of tiny plants, challengers to greater efforts. Finally they grew large enough to bear fruit, and I have fruited more than 7,000 of these seedlings. We continued this process of reducing down until now we have 40 different varieties of our own production, yielding large and delicious berries. The plants are perfect and they stand the interior climate without any protection.

"There's a fine market-gardener at Fairbanks, Mr. John Scharle, a Canadian-French-American, if you will excuse the hyphens, who imported, at heavy expense, strawberry plants from the outside and wintered them in his greenhouses. He succeeded to a certain extent, but the plants all died when exposed to low temperatures. My hybrids, on the contrary, are absolutely immune from cold; they are tough and everlasting. When I went away and returned to the station three years later I was agreeably surprised to find the three-year-old plants had lived without any protection whatever, producing in profusion a large, luscious berry, with the delicious flavor."

The professor's opinion was asked regarding the kind of people needed for the agricultural development of the Northland.

"Northern-bred folk," he replied with emphasis, "who are accustomed to the climatic and other hardships. These should include the Norwegians, the Finns, the Swedes, who will not be dismayed by drawbacks. They are pre-eminently the right people to conquer the difficulties, to settle and cultivate this land. Most of the homesteads now taken are being developed by Scandinavians, who seem to thrive upon hardship.

"When the Government railroad is completed, so that pioneers can get in and out at reasonable cost, the greatest drawback, transportation, will have been removed. It now costs as much to take in the necessary equipment of a farmer as it does to purchase a small but comfortable farm outside in the midst of progress and civilization. The Government ought to take over and operate the transportation facilities of interior Alaska and provide greater inducements to the hardy pioneers.

"Development of markets must keep pace, of course, with agricultural progress in the future. At the present time and for a long time to come, perhaps, we shall have nothing except local markets. I am certain the time will come when there will be a great outside demand for seeds of grains produced by the Alaska farmers. Prices will be sufficiently high to enable the Alaskans to ship the seeds profitably. For example, I produced in one season 1,200 pounds of turnip seed of a superior variety as to earliness, size and flavor, distributed the seed free of charge all over Alaska and sent some outside. I have received eager inquiries from Florida for Alaskan seed potatoes, that grow with marvelous rapidity, produce the earliest, and are of superior quality."

Professor Georgeson is finding time to experiment in the cross-breeding of livestock, aiming to evolve a milk-cow perfectly adapted to the Northland. He believes that a cross between the Thibetan woolly yak and the finer breed of cows ultimately will produce the ideal Alaskan cow. He has the enthusiasm that wins victories and is doing his bit "for America and the race."



©Vanity Fair

Don't lose the war at home!
If you can't fight—don't
gloom. Read

Vanity Fair

The most cheerful and stimulating of all the magazines. A season of it will keep you in touch with everything in the war and out of it that tends towards a cheerful viewpoint—the high lights of camp life, the humors of the trenches, the social, literary, dramatic and artistic skirmishes of the non-combatant.

If you can't fight—don't gloom. You won't save anything for the Allies by declaring a Hopeless Day. Face the facts—face all of them. But be sure you have the right sort of face to do it with.

That's right—SMILE!

The men at the front know the value of cheerfulness, of gaiety, of good humor. They know that a man's mind can't stay indefinitely in the trenches without leave. It needs a rest, a laugh, a holiday. You need a holiday. But McAdoo has the trains, and Daniels won't let you take a boat. What then? Why, then—Vanity Fair!

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The Way of Glory

(Continued from page 297)

while most of us are blind to splendors near at hand.

In the Pantheon in Paris is a picture that once set my soul aflame: It is entitled, "*La Chevauchée de la Gloire.*" The artist in blazing colors, has set forth troopers of various calvary regiments in headlong charge: Uhlands, Hungarian Hussars, Cossacks, Dragoons, Cuirassiers, and Lancers, dashing upward and onward through cloud and smoke of battle, to where high and over all stands the figure of *la Gloire*.

The soul of the artist shines in that immortal canvas, with crimson and gold, with pomp and circumstance, with fire and tempest, with flashing swords and prancing hoofs. The picture is a perfect cloudburst of splendor, dazzling and overwhelming to the senses.

Just back from the Balkan War, with all of youth's exuberance and dreams of martial glory, I stood before that picture enraptured, and hailed it as the greatest painting that I had seen in Europe.

Since then I have seen that picture of *la Gloire*, again—not in a narrow glimpse upon three panels in the Pantheon, but painted far across ten thousand leagues of heaven.

On the night when the British advanced at Cambrai, I stood on the hills of Pittsburgh and gazed upon the infinite far-flung glory of that last advance. Before me, stretched out along the valley, were the flaming chimneys where the toilers forged the shells. There on the hills of Pittsburgh that night, I saw those red battle-lines reaching forever on and on from reeking foundries and from roaring trains to the insatiable mouths of our uttermost blazing guns.

To the gunners attending the blazing guns on the perilous outposts, 'midst darkness, rain and mud, there was naught of glory in the task. The grimy, sweaty artisans who toiled amid the sparks on the foundry floor saw only horrific flashes from the blast furnace. "Glory" whispered in their ears, brought forth contemptuous outbursts. "G'arn! there ain't no glory here—it's just plain hell!"

The fed-up one in a front-line trench would burst forth in like contemptuousness at the mention of such a word. Amidst the grime and smoke of Pittsburgh, the toiler, by the tireless fires lose every vision of a place beyond; and the soldier, wet and shivering in his miserable dug-out, is likewise engulfed in an impenetrable gloom. But, from the red of the Pittsburgh sky to the flash of the Cambrai guns, for those with eyes to see, there stretches an infinite panorama of the glory of modern war.

For many, in arsenals and trenches, this glory is obscured. But he who can stand off to gain perspective will catch glimpses of infinite grandeur of our human struggle as this war unfolds before him.

It is the popular thing to say that there is no glory in this war, or that the glory of the struggle is unseen. But for sheer splendor of spectacle, a modern battle-field renders paltry and dim every field in the past about which artists and poets have painted and sung.

Let those who talk about the English line at Waterloo withdraw and from a distance gaze upon that grim line of England and of France today. A line that stands, not for a tragic hour, or for a day; a line that stands while weeks roll into months, and months roll into years. If we admire the British calm in the squares at Quatre Bras, a calm that lasted for an awful day, what shall we say of the British calm of those who stand in the long line at Ypres, as imperturbable as the passing years? If one asks for the spectacular in his scenes of martial glory, let him turn away from the thin red line; or from the Old Guard's White and Blue; let him regard the vaster

spectacle of modern war, traced against the widest reaches of the night over earth and sky and sea. Let him watch the battle fleets go dropping down along the foreland, with blinking lights that talk through leagues of gloom; or watch above the battle-fields where a thousand stars look down, and where another thousand stars leap up to meet them in the night.

If the poet Byron waxed so eloquent when he sings of battle's magnificently stern array, what would he say could he but catch one sweeping glimpse of the star-shells rising on that half-thousand miles of battle-line from the Vosges Mountains to the sea?

In spite of all its tragedy and all its sorrow, this war represents the full-blown flower of glory, alike in splendor of spectacle, and in its deeper splendors that are hidden in the hearts of men.

In the days of chivalry about which we boast so much, glory was a monopoly reserved for knights and kings. In those brave days the shining splendor rode alone with the élite in pageantry of scarlet-and-gold. In this war, glory walks on foot, not alone with kings and princes, but with heroes of unknown name in homespun gray and khaki; with laborers and navvies, with the lonely and the poor. The glory of this war is the glory of the Common Man.

In this war those that were high and mighty have come to the humblest tasks, and those that once were the greatest, have become the servants of all.

Riding down from the front line one evening, on the Somme, I encountered a column of marching troops. As they wore bandoliers, I recognized them as mounted men. "Who are you?" I called out.

"The Royal Horse Guards—Blues," some one answered.

"What have you been doing up front?" I inquired.

"Burying the dead at Moltke Farm," replied the former speaker.

The Household Cavalry, the right of the line in the British Army, acting as scavengers of the battle-field! "Alas," moans the defender of the privileged classes, "alas, how the glory has departed!" But the Horse Guards, serving at that menial work, are but an emblem of the democracy for which we fight, where all alike must share the meanest task, and where all alike may find the highest glory.

The spirit in which these high-born men work out their loathsome duties is the brightest feature of this war.

"I suppose you chaps are pretty well disgusted with your latest job," I said to the officer who marched at the head of the Blues.

"Not at all, old chap," he said. "We're bally glad to have our part to do, whatever it may be." That high-born officer of the Blues, meeting his menial task in that brave and uncomplaining spirit, was adding to the lustre of his regiment.

Valor and glory shine brightest when we behold them in sacrifices such as that of General John Gough, V. C., who went from his place of safety far down the line, to take comforts to his old regiment, and was killed while on his mission of mercy.

If where a high officer sacrifices himself for his men is glorious, what shall we say of the deed of a British officer who offered himself to save his foe? During an attempted daylight raid on the part of the Germans, they were held up by a withering machine-gun fire and retired with great loss to their own trenches. One poor Hun, who was terribly wounded, was impaled upon his own wire, and he hung there writhing in agony in the eyes of both armies. Finally the sight of his suffering and his cries for help were too much for an English officer in the

(Continued on page 314)



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No. 4 of a series

Labor Shortage the Post-War Problem

(Continued from page 300)

number of these can be procured to keep the wheels turning night and day, the furnaces blazing full at all times, and prevent any curtailment of farm work, a condition which may be necessary in the near future. It is anticipated that some drastic action will have to be taken next summer to relieve conditions, and already from more than one quarter has come the suggestion that the United States may have to follow the example of England and France and, with certain restrictions, bring in laborers from China and Japan to fill the gaps which are sure to grow larger with each succeeding month. It is said that some of the fruit growers of the Pacific slope and the owners of large farms in the Middle West have expressed a willingness to employ this kind of labor if it is provided for them by the Government as it has been abroad.

This is the labor situation today. Now let us look at that of tomorrow. It has been stated by those in authority who have been studying this phase of the nation's industrial outlook most carefully that the end of the war will mean that male residents of foreign birth, variously estimated at from 2,000,000 to 3,000,000 and most of them workmen, will emigrate from here to the countries abroad which have been actively engaged in the war. And to this number will be added the women and children they will take with them.

How will the United States, the world's greatest producing country and one which simply must have labor to man its industries if its prosperity is to continue, meet this shortage? "From the countries now at war," some have said; but the reply from the authorities has negated this suggestion. These latter advance the argument that, for a considerable period after the war, many of the belligerent nations of Europe will almost wholly prevent emigration, by the expedient of refusing passports, if not by actual emergency laws. For a considerable portion of Europe must be rebuilt, actually and industrially, and the capable workers will be held for that purpose. Besides, wages there will be higher than ever before, and this will tend to hold many who, under less favorable conditions, would come here for financial gain.

America does not breed laborers in sufficient quantities for our needs and never will, for the day worker of the time educates his children, not to follow in his footsteps, but for a commercial or professional career.

One man, whose entire business career has been spent with the larger steamship lines, and who has directed such enterprises both in the United States and the great European shipping ports, said: "Slowly but surely the United States is approaching the most serious labor shortage in its history, and, though the business interests appreciate what is ahead, they are not co-operating as they should to prepare to overcome the problem. I speak as an American hoping for results and not in a spirit of fault-finding."

"It is an assured fact that just as soon as hostilities cease there will be an exodus of labor from this country which will paralyze many industries unless, well in advance, we perfect a scheme for filling the places to be left open. It is possible that we might arrest some of the contemplated emigration through a campaign of education, in which we could show these people what actual conditions in Europe will be after the war, but I am not sure."

"But the number of those who will leave the United States will run into the millions, and while many of them may be going over only to learn what has become of their relatives, from whom

they have not heard for months or years, and to ascertain the havoc created in their home countries, a majority will go back with no intention of returning. All will carry with them considerable amounts of savings, judged from European standpoints, and with these funds a small business or farm will be purchased by each, and he will settle down and remain with the friends of his earlier days. Already there are on deposit for safe keeping with various government officials, consular agents, branches of foreign banks and steamship offices sufficient engaged passages to fill all the second and third class space aboard every vessel which will leave these shores for many months after peace is declared. Hundreds of thousands of others have signified their intention of obtaining passage immediately after the termination of hostilities.

"What was it which originally determined these immigrants to come to the United States? Lack of opportunity at home and, many times, religious and civil persecution. The war, however, is almost certain to change conditions in Europe mightily, and to millions of foreigners, particularly the illiterate, there has come a desire which will not be denied to return to the old scenes and take advantage of the new opportunities. Many who came here never have fitted into our scheme of civilization, and they, since soon after arriving in the United States, have been saving a large portion of what they earned, hoping that some day conditions in Europe would be so changed that they could return, and with their American experience and savings, be something better than just a part of the great human mass which they were previous to their arrival here. And now the changes have come and apparently opportunity beckons as never before. Comparatively few of the immigrants, despite the fact that they have been able to save, have invested in land here. No, their dreams have been to return to their own kind, and they would rather do this and pay as much for a half acre as they would for a small American farm."

"In the coal mining and steel manufacturing districts are, for the most part, the most illiterate and least progressive of those who have come here, but fully seventy per cent. of these left their families behind, intending to remain in America only sufficiently long to obtain a little money, and then return to their wives and families, and with their savings become small farmers or business men. Besides, when these men came here their pay was only the average, though that was more for a day's labor than they would have received at home for a week's work. Now note what the war has done for them. It has increased their incomes to a point beyond their wildest imaginings, and they now have what represents, to them, actual wealth. I am making a statement of fact when I say that these are waiting for the end of the war with extreme impatience that they may start their journey to Europe and without the slightest thought of ever returning."

To convince anyone of the heretofore unheard-of sums which these laborers have received in the last few months, here are a few figures from just one place, Mount Carmel, in the Pennsylvania anthracite coal region. In the two weeks from December 1 to December 15 last many miners received as high as \$150, a few \$200, and the average, \$70. Ordinary laborers who, in the not distant past, were paid from \$18 to \$28 a week received from \$25 to \$40 a week in the same period. The opportunity was thrust upon them, and these thrifty sons of Europe did not fail to embrace it to the full, and, despite the fact that

(Continued on page 314)

Watching the Nation's Business

(Continued from page 302)

The Low Cost of Killing

THE cost of almost every necessity of modern life has climbed steadily since the first day of the world war. There is, however, one striking exception. The United States is now paying about \$5 for every man who is drafted for the National Army. Prior to the war it cost this country five times that much to recruit a soldier. These figures do not, of course, take into consideration the ultimate cost of training and equipping America's fighting men, but they are reflected in the subsequent expenditures. In 1914 every man recruited for the regular army cost the United States \$24.48. This rate dropped to \$19.14 in 1915 and rose to \$28.95 in 1916. The operation of the draft law, with its tremendous increase in recruiting, brought the per capita cost down to the lowest point in American history. During the Civil War, for example, the cost of recruits prior to the draft of 1863 was \$34.01 a man. Even after the draft act the cost fell only to \$9.84, or practically twice the amount under the draft law of 1917. An interesting table of figures, compiled by the Provost Marshal General, shows a wide variance of draft costs in various sections of the country. Delaware, although a small State, presented a charge of \$19 for each man accepted in the first draft for the National Army. Oklahoma helped to offset this high rate with a bargain price of \$1.57 per man. Extravagance cannot, however, be charged against Delaware and other States at the top of the list, because a large part of the expense of draft boards was figured in proportion to the number of registrants in a given area. These figures, coupled with estimates of training and equipment expenses, show that the cost of scientific killing is now out of all proportion to the high cost of modern living.

Patriotism on the Farm

THE call of the American government for unprecedented food supplies to meet the requirements of Great Britain, France and Italy has not fallen on deaf ears. Reports received by the Department of Agriculture show that the farmers of this country have responded to the appeals with intelligence and energy. Heavy exports of live stock and meat to America's Allies have put a severe drain on home markets, but stock breeders are making a determined fight to offset the loss. The census of live stock for the year 1917 shows that in a single year horses have increased in numbers, 353,000; mules, 101,000; milch cows, 390,000; other cattle, 1,857,000; sheep, 1,284,000; and swine, 3,871,000. The tremendous demand for this live stock is indicated by an accompanying increase in value per head. The cost of horses has increased \$1.39. Mules, due to their use by all the armies, now cost \$10.59 a head more than in 1916. The value of milch cows has increased \$10.91 per head, and other cattle, \$4.96 per head. The value of sheep has increased \$4.96 each, and swine have gone up \$7.76 each, thus emphasizing the necessity for "porkless days." The total value of live stock in the United States at the end of 1917 was \$8,263,524,000, which is an increase of \$1,527,912,000 over the figures for the previous year. There is much discussion of industrial slackers these days, but the records of the Department of Agriculture show that patriotism still flourishes on the farm. The problem of farm labor looms big on the horizon this spring and unless adequate provision is made by the national government and its local representatives the planting and harvesting seasons will fail to be utilized to the extent the world's demand for food requires.

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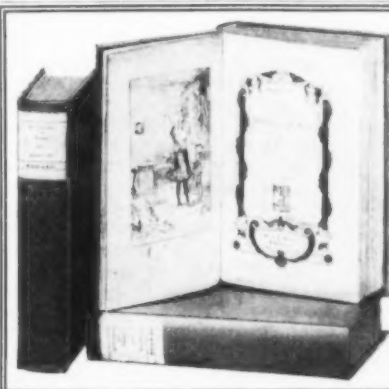
A more strenuous trial for motor trucks could hardly be devised. With unseasoned drivers, they started in a bliz-

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The Melting Pot

TO properly fight in France, America must produce not less than 25,000 cannon.

During the recent cold wave New York reported over 50 deaths from pneumonia daily.

Quakers and Seventh Day Adventists will be drafted for non-combatant service.

A shortage of torpedoes in Germany is said to be restricting the operations of its submarines.

An estimated decrease of 25% in the consumption of meat, due to meatless days, is reported by Armour & Co.

A French military authority says that France's only hope of escaping annihilation lies in America, which must furnish at least 3,000,000 soldiers to relieve the situation.

A Minnesota Committee of Public Safety, appointed to inspect camps where Minnesota men are stationed, reports a shortage of hospital facilities and a lack of physicians.

The inhabitants of a village in Ohio recently signed petitions requesting the change of the town's name from New Berlin to North Canton, to free it from anything suggesting Teutonic origin.

Bishop Talbot of Pennsylvania says: "What use is a world made safe for democracy if the children of our world do not know the fundamental truth on which alone democracy can be built?"

The House of Representatives has unanimously passed a resolution calling upon Postmaster-General Burleson to explain delays in the transmission of mails to American soldiers in France.

It is estimated that the Daylight Saving Plan in the United States would save the country 1,000,000 tons of coal and enough gas and electric energy to aggregate a total saving of \$40,000,000.

Under the new zone system of the Post Office Department, merchandise can be sent from the eighth zone to New York for 2½ cents a pound, whereas advertising in magazines will cost four times that amount.

The fuel administrators who visited the estate of William Rockefeller at Tarrytown to investigate his coal supply found that he was burning wood and was supplying fuel for thirty families in his neighborhood.

According to Postmaster-General Burleson the average time consumed in forwarding mail from the United States to soldiers in France is fifteen to thirty days. According to experience sometimes fully six months are required.

As Secretary of the Treasury and Director General of Railroads, Secretary McAdoo writes letters to himself, directs

himself what to do, answers letters written by himself, often involving expenditures of millions which he himself has approved.

Cardinal Gibbons denounces the National Prohibition Amendment and says that "fanaticism seems to be ruling us" and that there are many drugs more injurious to the human system than liquor, although we would not think of closing the drug stores. He adds "there is no greater advocate of temperance than myself."

A reader of LESLIE'S, recalling Senator Stone's recent violent attack on Mr. Roosevelt, says that some years ago the Missouri Senator made a similar attack on a distinguished Missouri lawyer, William Phelps by name. Mr. Phelps replied that if all Stone charged against him were true, the only difference between him and the Senator was that they both sucked eggs, but he, Stone, hid the shells.

In several counties in Oregon, the railroads constitute more than one-fourth of all the assessed property, and in such counties it is the habit to lay out road districts and school districts along the rail lines, and thereby enable a few settlers to vote high taxes on the railroads. The Columbia Highway construction cost is being assessed against the railroad with which it is intended to compete, so says the *Oregon Voter*.

A Baltimore rabbi has given the following decalogue to Jewish soldiers at Camp Meade, Md.:

1. I am America, the country which has brought thee out of bondage into liberty.
2. Thou shalt have no other country beside me.
3. Thou shalt not take the name of thy country in vain.
4. Remember the Declaration of Independence and keep it holy.
5. Honor thy superior officers.
6. Thou shalt not despoil.
7. Thou shalt not ravish.
8. Thou shalt not loot.
9. Thou shalt not betray.
10. Thou shalt not annex.

Theodore P. Shonts, President of the Interborough Rapid Transit Company in New York City defends the appointment of "conductorettes" in bloomers to replace men on the following grounds:

Compared with the distorted figure of the days of tight lacing, the unsightly bustle, the unwieldy hoop-skirt and pantalette, as well as the present—what shall I say—near waistless party or theatre gown, the saddle riding habit, the average summer resort bathing suit, the peek-a-boo shirtwaist, the short skirt, with its far short of reaching high top shoes, I repeat, as compared with these I consider the neat, businesslike uniform of our conductorettes with its knee length semi-military coat, closely buttoned collar, easy-fitting bloomers and puttee covered legs, a splendid example of a modest, practical utility dress.

Let the women rule!

Men Who Are Winning the War

(Continued from page 289)

There were no serious delays due to this precautionary measure. There has been some illness in the camps, and some of the sites were selected hastily; but the stupendous job was put through with speed that broke the record for military achievement.

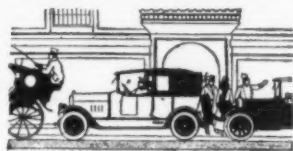
It is only twenty-three years since William Aiken Starrett was working for \$5 a week. He has a fortune of his own now, and yet he was willing to surrender his large income and his business in order to enter the service of his country.

Forty years old, he is on the top rung of his profession, and he is accomplishing successfully one of the biggest war jobs in Washington. He says there is no hidden secret in success. His career is a vindication of the theory that genius in any field is a combination of intelligence and hard work.

Starrett's manner is mild, and the humorous light in his eyes pleasantly complements the strength of character revealed in the lines of his face. He de-

cides the important questions intrusted to him calmly and without excitement. A score or more contractors may be waiting outside his private office, but he has the faculty for concentration, and can give his whole attention to a helpful suggestion brought in by a minor clerk.

He has listed all the successful contracting firms in the country. He knows the contractors themselves and what they have done. He knows those who are personally successful and those who are not. He knows those who give personal supervision to their work and those who do not. The biggest and most successful firms have had an even allotment of the big jobs. None are permitted to load themselves up with more than they can do. When the most successful finish one big job, Starrett is usually ready to give them another. Disappointed contractors have, of course, expressed their displeasure against Starrett in various forms, but the system which he has adopted is as nearly impervious to criticism as it can be made.



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SUBSCRIPTION OFFICES: Main office—Brunswick Building, 225 Fifth Avenue, NEW YORK. European agent: Wm. Dawson & Sons, Ltd., Cannon House, Breems' Bldg., London, E. C., England. Annual cash subscription price \$5.00. Single copies of present year and 1917, 10 cents each; of 1916, 20 cents each; 1915, 30 cents each; etc.

Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

CHANGE IN ADDRESS: Subscriber's old address as well as the new must be sent in with request for this change. Also give the numbers appearing on the right hand side of the address on the wrapper.

It takes from ten days to two weeks to make a change.

EDITORIAL OFFICES: Main office—225 Fifth Avenue, New York, Washington representative—28 Post Building, Washington, D. C.

To Contributors: LESLIE'S will be glad to consider photos submitted by any amateur or professional.

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Printed by the Schweitzer Press.

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"We Shall Not Turn Back"

By CHARLTON BATES STRAYER

ALTHOUGH President Wilson's reply to von Hertling and Czernin's peace declarations has pleased the British press, a slight line of cleavage between the President and the British Premier is noted, for the first time, in their interpretations of Czernin's reply, which may signify that President Wilson purposes to "go it alone" in making peace. After a keen analysis of von Hertling's "vague and confusing" speech, reaching the conclusion that the German Chancellor is living "in his thought in a world dead and gone," President Wilson declared that Count Czernin "seems to see the fundamental elements of peace with clear eyes and does not seek to obscure them." Lloyd George regrets that he cannot accept the President's interpretation of the Czernin speech. Its tone he acknowledges is conciliatory, but in the real substance of aims he finds Czernin in absolute harmony with von Hertling. Ex-Premier Asquith, speaking in the House of Commons, sided with President Wilson rather than with Premier Lloyd George on this point. "The President discriminated justly," said Mr. Asquith, "both in regard to the tone and substance, between the declarations of the German and Austrian Chancellors."

In this connection it might be pointed out that the recent utterances of Arthur Henderson, former Labor Minister in the British Cabinet, have been in striking accord with the positions taken by President Wilson. Mr. Henderson's opposition to secret diplomacy and his advocacy of a "people's peace" at the end of this war are in entire harmony with President Wilson's method of speaking to the whole world on the issues of war and of peace, and with the general tone of his latest reply to von Hertling and Czernin. For nearly three years Lloyd George has been Britain's acknowledged leader, but political prophets are beginning to forecast Arthur Henderson as the first Labor Premier of Great Britain, while some say he will be the next Premier and that this may not be far in the future. So great a change in British politics would be of immense significance in the negotiations for peace.

Not only are President Wilson and Mr. Lloyd George out of harmony in their interpretation of Count Czernin's definition of war aims, but President Wilson's latest address is not in logical sequence with the more famous address of January 8, in which he defined the conditions of peace in fourteen distinct particulars. In introducing these fourteen definite aims, involving by name the settlement of such problems as Belgium, Alsace-Lorraine, the Balkans and Russia, he called it "the only possible program as we see it." In his latest address, reversing himself, Mr. Wilson skillfully speaks of this program as a "provisional sketch," and proceeds to lay down four general principles which briefly may be summarized as follows: Justice in each particular case, freedom of peoples and provinces irrespective of the balance of power, populations to be considered before territories, and national aspirations to be respected. These principles are not in conflict with the fourteen paragraphs of the January speech, but the President has made the mistake of defining with great particularity our aims in the war and a month later treating this as a "provisional sketch," when he lays down general principles. The general principles ought to have come first, and the definite program once having been announced should have been adhered to.

The distinct contribution of the President's address to the hastening of peace is the appeal that it makes to the common people of Germany and Austria, and the consummate skill with which the war party in Germany is isolated from the rest of the world and the rest of the

German people, and pilloried as the greatest single obstacle to peace. So far as the American people or Congress was concerned there was absolutely no occasion for the President's latest address. In it he spoke to the liberal elements among the Teutonic peoples, as he has sought to do in all recent utterances, showing them that their desire for peace is being frustrated by the militaristic group at Berlin. In no sense, however, can the President's words be twisted into a plea for peace which shall lack the essential elements of justice to weak nations and of permanency. There can be no misunderstanding of his attitude, when, speaking of the new international order, founded on reason and justice and the common interests of mankind, to secure which we entered the war, he said, "Having set our hand to the task of achieving it, we shall not turn back."

A Peace Decree Without a Treaty

THE Bolsheviks have decreed peace with the Central Powers, giving as their reason, "We will not and we must not continue to be at war with workmen and peasants like ourselves." With a certain shrewdness they have refused to sign a treaty of peace with the military masters of the workmen and peasants of Germany and Austria. Having disorganized the country and its war industries and demobilized the army there was nothing to do but to yield when Germany finally put the screws on. Despite the frequent occasions at Brest-Litovsk where Trotzky blocked Germany, many well-informed people have held to the opinion that every move in the diplomatic game had been mapped out in Berlin and that Trotzky was the paid agent of Germany. The *Petit Parisien* has recently published German documents which show that the Bolshevik movement in Russia has been financed by Germany. Granted that Trotzky was in the pay of Germany he has not always obeyed orders. A peace decree without the signing of a treaty is not wholly to Germany's liking.

The Bolsheviks have withdrawn Russia formally from the ranks of the belligerents, but have refused to sign a treaty alienating the Baltic provinces. If Germany continues to occupy these territories it will be without legal right to their possession, and the whole matter would come up before the general peace conference at the end of the war. The Bolsheviks have aimed at this. "We have not signed anything," said Kamenef, one of their leaders. "We have not recognized the German principles. Thus we have a free hand to set forth anew our principles at a general peace conference." Should Germany, on the other hand, refuse to recognize the Bolshevik decree terminating the war, because it lacks treaty confirmation, and use military force against an unarmed and unresisting people, it would arouse a storm of protest among the Bolshevik sympathizers in Germany and Austria.

Russia has been so long out of the war that her formal withdrawal will not make any military change that the Allies have not been preparing for months to meet. The treaty of peace with the new Ukrainian People's Republic will, however, open the food stores of this richest section of Russia to the Central Powers. There is no nation of the Allied group so powerfully affected by the Russian defection as Japan. With the picture of Germany free to exploit the vast resources of Russia, Japan will be under the necessity of putting all her force into the war for her own protection against German aggression. The only alternative to such whole-hearted participation of Japan would be a possible alliance of Japan with Germany, a piece of treachery of which I do not think Japan capable.

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Advertising men can help

- (1) By organizing their local clubs for war advertising work; that is, have them ready for instant service on hurry-up call by telegraph or mail.
- (2) By contributing ideas which they think may help in furthering the work of
 - (a) the Food Administration
 - (b) the Fuel Administration
 - (c) the War Saving Stamps Campaign
 - (d) the Liberty Loans
 - (e) the Red Cross
 - (f) the War Camp Work (both in and outside the camps)

If you live in a community where there is no advertising club, see that one is organized—at least for the period of the war—and offer it to the Division of Advertising through W. C. D'Arcy, Pres. of the Associated Advertising Clubs of the World.

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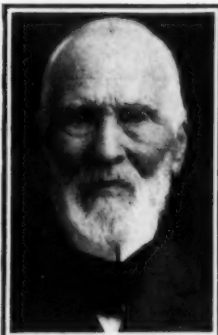
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Jasper's Hints to Money-Makers



WILLIAM P. KENNEY
Of St. Paul, recently made president of the Great Northern Railway. He began as a newsboy, afterwards becoming a railroad telegraph operator. He mastered traffic and gained promotion in the railroad service. He is one of the youngest American railway presidents.



JESSE BEADLE
President of the First National Bank of Shickinny, Pa., and director of the First National Bank of Wilkes-Barre. He is 93 years old, and is believed to be the oldest active president of a National Bank. He is an authority on coal, and an inventor.



MARK L. REQUA
Of San Francisco, a prominent mining engineer, who has been appointed Oil Administrator under the direction of Dr. Harry A. Garfield, the Fuel Administrator. Mr. Requa had previously been in charge of the Commercial Relations Division of the Food Administration.

NOTICE.—Subscribers to *LESLIE'S WEEKLY* at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of *LESLIE'S* in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, *LESLIE'S WEEKLY*, 225 Fifth Avenue, New York. Anonymous communications will not be answered.

THE war is having its baneful effects. Business men feel it, just now, because the hardships of war have been brought home to them by the sudden and unexpected suspension of business by direction of the Fuel Administrator and the interruption of the currents of transportation by direction of Mr. McAdoo. Jack Frost played his part in the antics also.

We have been having a striking lesson in the need of preparedness for all emergencies, the futility of price-fixing, and the conscription of capital, while we are paralyzing business by thoughtless, inconsiderate legislation.

Mr. McAdoo says the supreme need of the nation is to marshal its financial resources in such form that the Government may be able to command absolutely the amount of money necessary to carry on the war. Senator McCumber reminds him that the money must come from the people and he adds: "The people have got to get their money from business. Therefore, we must not have any kind of scheme which will hamper or jeopardize the business of the country, which, after all, must furnish the funds either to buy government bonds or to respond in taxation for government needs."

Timely words, fitly spoken. The upset of business due to the lack of foresight last summer is being disclosed by reports of the commercial agencies and will be further emphasized by the forthcoming reports of the iron and steel companies. They are among the principal sufferers from the interdictions placed on free transportation.

The postponement of the flotation of the Liberty Loan until later on affords striking evidence of the Administration's fear that, under existing conditions in business circles, the loan might not have such an enthusiastic welcome as it deserves. Mr. McAdoo's clever plan to have the banks provide the sinews of

war offers about the only way out from an embarrassing situation. Thus is wealth being conscripted.

The President is doing his best to bring about a peace council. Let us hope that he may succeed. If he does, the market will respond with an upward bound to the sense of relief the whole world will feel. If he doesn't succeed in opening the door of peace, we must have unsettled conditions until the Government has financed its pressing needs and set the brakes on the wild riot of extravagance in public expenditures, the magnitude of which few of my readers appreciate.

We talk glibly of spending twenty thousand million dollars in a single year or over twenty times what the annual cost of the Government was before the war broke out, though it means twenty times the burden of taxation and twenty times the opportunity for extravagance, political favoritism, pork barrels and graft.

Newspapers that have been coddling labor leaders so long, and demagogues who have been doing the same thing, in the mistaken belief that this was the way to get the labor vote, are largely responsible for the increasing manifestations of socialistic tendencies and the persistence of strikes on a scale never before witnessed in this country. Political labor leaders who make their living out of their leadership and who, to maintain their footing, are constantly seeking to create the impression that they are the only defenders of the workers, are going to extreme lengths in their attitude toward business.

Recently, at the very time when Mr. Lee, president of the Brotherhood of Railway Trainmen, was denouncing the bankers, before a Congressional committee, and making the ridiculous charge that they were abetting the railroad managers in a scheme to discredit Mr. McAdoo's control of the railways, Mr. McAdoo was announcing a plan by which he hoped the banks could help finance the Government's enormous war requirements. It is to the credit of some of our most prominent newspapers that they did not hesitate to denounce Mr. Lee's attitude and his unjustified accusations against the railroads which furnish em-

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This space has been contributed by the publishers of Leslie's

ployment for a million loyal and willing workers.

This country must have industrial peace as well as a cessation of warfare on the battle-field if normal business is to proceed as usual, if workshops are to be kept busy and pay envelopes and dinner-pails kept full. I have every reason to believe from letters I receive that this is the view of a vast majority of the thoughtful workers in this country on the farm, in the factory, and in the counting room. Let us have, as my friend Charles W. Mears says, "Victory through business."

The stock market simply reflects the uncertainty of a changing situation. Its fundamentals are good. The present strain on business ought not to continue, with the cessation of cold weather and relief of our over-strained transportation facilities. Ex-Governor Flower, one of the most sagacious leaders of Wall Street, used to quote to me his favorite couplet:

When the days begin to lengthen
The market will begin to strengthen.

If there was reason for this in his time, there is still more reason now.

S., HALIFAX, N. S.: Int. Pet. being in the S. O. group and having initiated dividends is a fair speculation.

G., PENDELTON, ORE.: The Goodyear Tire & Rubber Company is prosperous and able to carry out its promises.

L., ATLANTA, GA.: From the investment standpoint, the last one in your list of stocks, namely Texas Oil, seems the safest.

B., MAINEVILLE, ORE.: Anglo-American is in the S. O. group. It is prospering and lately declared a stock dividend. Peace should benefit the company.

O., MEMPHIS, TENN.: If the Government compensates the railroads on the basis of their earnings for the past three years, leading lines should be able to maintain their dividends.

S., MARTINEVILLE, CALIF.: Eureka Pipe Line Company's earnings record shows some deficits. A pipe line is not so well regarded as a producing company. Eureka, however, is flourishing.

B., CLEVELAND, OHIO: It is well to be cautious of new aircraft concerns as the leading ones are not yet making remarkable profits. Firestone Tire & Rubber Company is flourishing and its stock attractive.

H., GALLITZIN, PENN.: U. S. Steel common, Midvale, Penn., N. Y. C., Reading and Lehigh Valley are good business men's investments. B. & O. is less desirable, its dividend not being perfectly assured.

S., LOUISVILLE, KY.: Stocks that would benefit most from peace, as it now looks, will be railroad, oil, and railway equipment stocks and the stocks of industrial corporations not dependent on war orders.

C., SEATTLE, WASH.: American Hide & Leather pfd., paying 5 per cent. and still increasing arrears of dividends, now over 100 per cent., is a fair speculation. The common pays no dividend and is a long-pull speculation.

M., WALLINGFORD, CONN.: Scarcely any industrial stocks are as safe as U. S. Steel pfd., Corn Products pfd., American Smelting pfd., American Woolen pfd., or American Tel. & Tel. Corn Products common is a long-pull.

K., UTICA, N. Y.: The preliminary circular concerning the Quaker Oil Company indicates that the property has not as yet been developed. Notes of such an organization may have a good equity behind them, but notes of a seasoned producing and profit-making company are more desirable.

Z., NEW YORK: K. C. S. should profit if the Government carries out its plan of diverting as much traffic as possible to Southern ports. The low price of the stock has puzzled me in view of its dividend record and the road's financial condition. On the earnings, the stock is worth its price.

F., MEADVILLE, PENN.: Midwest Refining is selling high for its present dividend, but it is a good oil stock with speculative possibilities. Ohio Cities Gas is a fair business man's purchase. Usually it is safer to take a handsome profit on stocks. It would be better to hold than to sacrifice Couden.

M., BUTTE, MONT.: MO., KANS. & TEXAS R. R., is in receivers' hands. Texas & Oklahoma first 5's were guaranteed by M. K. & T., when the latter took over the property. The interest was defaulted. A protective committee for these bonds was formed. The December 1, 1917, interest on M. K. & T. first gold 4's was deferred.

R., HACKETTSTOWN, N. J.: The best selection among the coppers would be Utah or Anaconda. The others you mention are dividend payers, but the companies are not so strong. On general principles a good industrial is better than a mining stock. Col. F. & I. common has a bright future. Its 3% dividend is being earned several times over.

S., DALLAS, TEX.: Aetna Explosives' condition has improved wonderfully during the receivership. The company's net earnings are now so large that there is no danger of an assessment, while there is talk of a dividend. Seemingly the prospect of an advance in Aetna is better at present than in Wright-Martin common, though the latter is showing strength.

M., TEMPLE, TEX.: You might invest your \$1500 in first-class industrial pfd. stocks, such as Corn Products pfd.; American Woolen pfd.; American Smelting pfd.; each paying 7%, and selling below par, or you can buy real estate or farm mortgage bonds which may be yielding 6%. You can buy any of these securities through brokers advertising in LESLIE'S.

W., SALT LAKE CITY, UTAH: The appointment of receivers for the Denver & Rio Grande R. R. had a decidedly unfavorable effect on the stock, which is now exceedingly speculative. It is reported that a compromise will be effected and that foreclosure and reorganization will be averted. It would be wiser to leave the stock alone until this trouble is settled.

G., OAKLAND CITY, IND.: The 6% notes of the Electric Auto-Lite Corp. are well regarded. Although Curtiss Aeroplane and Motor Corp. has large Government orders and financial backing the common is a long-pull speculation. Dividends are paid on pfd., a fair business man's investment. American Cotton Oil 5's seem safe. The company pays dividends on both classes of stock.

E., DAYTON, OHIO: American Ice pfd., paying 6 per cent., is a business man's investment. The common is a long pull. Although it paid a dividend of 2 per cent. last month, N. Y. O. & W., is not sufficiently sure of its earnings to be other than a fair speculation. The fact that the New Haven paid about 43 for its controlling interest makes O. & W. look like a good long pull.

G., NEW YORK CITY: As the Hudson & Manhattan first 5's are secured by pledge of the prior issue, the first mortgage 4 1/2's, they seem safe. Willys-Overland is a going and dividend-paying concern with a promising outlook. Peerless Truck & Motor is said to have earned more per share during the past two years than the present price of the stock. The stock pays no dividends.

K., BALTIMORE, MD.: S., DEADWOOD, S. D.: The car built by the Dodge-Detroit Steam Motors Company is admittedly an excellent one and the company claims to have sales agreements for \$200,000,000 worth of cars for 1918. The company's commercial success depends on good management and favorable production and market conditions. The stock appears to be a fair long-pull.

W., ST. LOUIS, MO.: The Kansas City Southern Railway 5% ref. and imp. mtg. bonds are due in 1930. They have been selling lately to yield about 7%. The bonds are 16 points lower than in 1917, although the road's earnings have materially increased. While the bonds are not a first lien, their interest seems assured, as the road has paid dividends on pfd. for the past ten years.

R., H., SPRINGFIELD, MASS.: You are right in considering diversifying your investments by including farm mortgage bonds. To produce the maximum in food products, so essential to our winning the war, the farmer must have ample capital. A productive farm, conservatively mortgaged, offers a very sound security at the present time. A yield of 5 1/2% to 6% can be obtained.

H., SALT LAKE CITY, UTAH: The Southern California Gas Company serves Los Angeles and 19 other cities and towns, with a population of over 600,000. The company's first mortgage 6% gold bonds are well secured and the net income is 2 1/2 times interest charges. The company pays one-half the Federal normal income tax for individuals. Price recently 92 1/2 and interest, to yield about 6.56%.

S., ATLANTA, GA.: It is officially stated that the Empire Tire & Rubber Company's profits the past year were \$400,000. A script dividend was declared for the year ending Dec. 1, 1917, and a cash quarterly dividend payable March 1, 1918. Presumably these are pfd. dividends. While the company is now a dividend payer, it is not seasoned. You can buy 7% pfd. stock of seasoned dividend paying companies below par.

F., SPENCER, N. Y.: Among the best railroad stocks are U. P. N. W., and Atchison, common and pfd. Attractive public utility stocks are those of Montana Power and Public Service Corporation of N. J. The following foreign government bonds are undoubtedly safe and they make an excellent yield: American Foreign Securities Company's 5's, Anglo-French 5's, United Kingdom of Gt. Britain and Ireland 5 1/2's, and Government of the Dominion of Canada 5's. Short term notes which may be bought with confidence are Westinghouse, General Electric and A. T. & T.

S., FREDERICK, MD.: I have recently advised several inquirers with considerable sums to invest to buy first mortgage bonds of leading railroad and industrial corporations for entire safety, and pfd. stocks of similar organizations for high yield and reasonable safety. Among the safest railroad bonds are: Atchison gen. 4's; West Shore 4's; U. P. first 4's; So. Pac. 1st ref. 4's. Among the safest industrial bonds are Bethlehem Steel 5's; Corn Products ref. s. f. 5's; N. Y. Tel. 4 1/2's; U. S. Steel s. f. 5's. Stocks worthy of consideration are American Smelting pfd.; American Woolen pfd.; American Sugar pfd.; Central Leather pfd.; Corn Products pfd.; Int. Mer. Marine pfd. and Union Bag and Paper Corp. For a person who does not have to pay the excess war profits tax 5 per cent. bonds will give a better net yield than Liberty 3 1/2's.

S., NEW HAVEN, CONN.: C. & O. gen. mtg. 4 1/2's are a first lien on 430 out of 1432 miles of road, and a lien on the remainder subject to prior issues. Quoted recently at 74, to yield 6 1/2%. Sapulpa, paying 30 cents quarterly, Midwest Ref., paying 8% on par (\$50), and Couden, which is prospering, but paid its latest quarterly dividend, 25c, in stock, may be regarded as reasonably safe purchases. Midwest being the best so far as possibilities are concerned. Penn.-Ky. is paying 4% quarterly, but is not seasoned. Merritt is a well-regarded non-dividend paying speculation. Sinclair Gulf seems to be paying no dividends and has lately issued notes. Among the S. O. stocks yielding good dividends are Ohio Oil, South Penn., and Anglo-American. Either might be bought in odd lots. Better get a good oil stock, even if you have to pay more, than to risk money on speculative shares. It cannot be foreseen whether stocks will be materially lower when the next Liberty Loan is issued, but the chances favor a decline. First-class first mortgage listed bonds cannot be bought to yield 7 or 8%. You can buy reasonably safe bonds that make that or even a higher yield. Among these are American Foreign Securities Co. 5's; Anglo-French 5's; Dominion of Canada 5's; C. & O. conv. 4 1/2's; Sea. A. E. ref. 4's; St. Paul conv. 4 1/2's and Sea. A. L. adj. 5's.

New York, February 23, 1918 JASPER.

FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market-letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows:

First mortgage loans of \$200 and up, bearing 6%, are recommended by Perkins & Co., Lawrence, Kansas, in business for 36 years. Apply to the company for its loan list No. 716.

High-grade railway securities are obtainable today at bargain prices, some of them to yield 6 1/2 to 9%. This opportunity is set forth in free "Special Letter L. W." sent on request by Hirsch, Lenthal & Co., members N. Y. Stock Exchange, 61 Broadway, New York. Write for it.

That authoritative financial weekly, "The Bache Review," keeps its readers posted on the changing business situation and gives suggestions for investments. Mailed free on application to J. S. Bache & Co., members N. Y. Stock Exchange, 42 Broadway, New York.

Whoever desires to be fully informed regarding Liberty Bonds will send for free booklet H-4, "Y or Liberty Bond" to John Muir & Co., specialists in odd lots and members N. Y. Stock Exchange, 61 Broadway, New York. This house specializes in \$50 and \$100 Liberty Bonds.

Apartment bonds paying 7% and secured by first mortgage on a new large building are offered by G. L. Miller Co., S-1017, Hurt Building, Atlanta, Ga., and 5 Bank & Trust Building, Miami, Fla. The bonds are in denominations of \$100 to \$1000. For full description get from the Miller Co. its free circular No. 132.

Conservative investors should not fail to post themselves on the merits of the first mortgage 6% serial bonds safeguarded under the "Straus plan." These have been bought throughout the country. They come in denominations of \$1000 and \$500. For complete information send for circular No. B-803, to S. W. Straus & Co., 159 Broadway, New York, and Straus Building, Chicago.

Like all other securities, public utility stocks and bonds have got down to low price levels. Present quotations place leading public utility issues on an unusually attractive basis. A selected list of public utility bonds yielding from 5 1/2 to 7 1/2% has been prepared by the National City Company, National City Bank Building, New York, and will be forwarded without charge to any investor on request for L-81.

A notable new banking service for Americans abroad has been inaugurated by the well-known and thoroughly responsible Guaranty Trust Company of New York. It is available to depositors of any bank or trust company which makes due arrangements with the Guaranty Trust Company. The service enables depositors to cash checks drawn on their own banks in this country, up to a certain amount, at the Guaranty Trust Company's Paris office, and its numerous correspondent offices throughout France. This gives the depositor while abroad something like the checking account facilities he enjoys at home. The Guaranty Trust Company will gladly give full information to those who expect to go across the sea or have relatives and friends "over there." Particulars will be sent also to any inquiring bank or trust company. Address all communications to Guaranty Trust Company of New York, 140 Broadway, New York City.

Shows in New York

ATTRACTIONS TO WHICH YOU MAY SAFELY TAKE YOUR DAUGHTER

Aeolian Hall	Concerts	Leading artists in recitals
Belasco	Polly with a Past	Clever comedy
Bijou	Girl o' Mine	Light musical story
Booth	Seventeen	Farkington's story dramatized
Carnegie Hall	Concerts	Music by leading organizations and soloists
Casino	Oh, Boy!	Musical comedy success from last season
Century	Chu Chin Chow	Oriental spectacle with music
Cohan & Harris	A Tailor-Made Man	Clever and well acted comedy
Criterion	Man Happiness	Laurette Taylor at her best
Comedy	Youth	Washington Square Players in new comedy
Maxine Elliott	Eyes of Youth	Unusual melodrama
Eltinge	Business Before Pleasure	Potash and Perlmutter, funnier than ever, as film magnets
Empire	The Off Chance	Ethel Barrymore in bright comedy
Fulton	Billeted	Margaret Anglin in war play
Gaiety	Sick-a-Bed	New Comedy
Globe	Jack O'Lantern	Fred Stone assisted by wonderfully trained chorus
Hippodrome	Cheer Up	Mammoth vaudeville
Harris	Success	Drama of stage life
Hudson	The Master	Arnold Daly in interesting drama
Liberty	Going Up	Amusing farce with music
Longacre	Yes or No	Unusual drama
Lyceum	Tiger Rose	Melodrama in true Belasco style
Manhattan	Garden of Allah	Spectacular play
Metropolitan	Grand Opera	Famous singers in repertory
Morocco	Lombardi, Ltd.	Live comedy about a designer of gowns
New Amsterdam	Cohan Revue	Smart medley
Norworth	Marionettes	Remarkable puppet-show
Park	Seven Days'	Exciting war melodrama
Playhouse	The Little Teacher	Comedy with heart appeal
Plymouth	The Gypsy Trail	Delightfully fresh comedy
Princess	Oh, Lady, Lady	Lively musical show
Punch & Judy	Her Country	New war play
Shubert	The Copperhead	War drama
Vanderbilt	Oh, Look	New musical show
Vieux Colombier	Repertory	Standard plays given in French
39th St.	A Cure for Curables	Win. Hodge in new comedy
44th St.	Maytime	Charming romance
Rather More Sophisticated		
Astor	Why Marry?	Keen satire
Broadhurst	The Madonna of the Future	Most unconventional
Cohan	The King	Dirchstein as a naughty monarch
Greenwich	Karen	Frank sex drama
Village Republic	Parlor, Bedroom and Bath	Frisky farce
Winter Garden	Snubbed	For the tired business man
44th St. Roof	Follow the Girl	Snappy revue

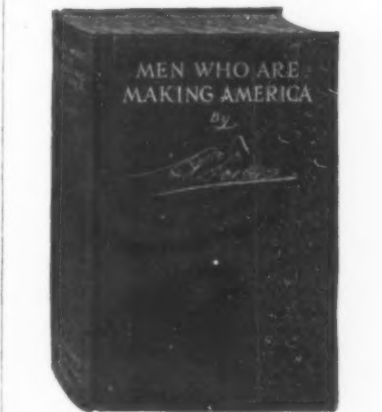
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Value of tact and tenacity.	Daniel Guggenheim
Character, foundation of success.	John Hays Hammond
Why a man must start at the bottom	August Heckscher
The hardest thing in business.	Samuel Insull
How to be sold with the boss	Samuel Insull
Success as an asset.	Otto H. Kahn
The importance of thinking	Otto H. Kahn
Cheerfulness.	Darwin P. Kingsley
The square deal policy	Darwin P. Kingsley
The money back policy	Cyrus H. McCormick
The future of profit sharing	Cyrus H. McCormick
Sharpness in business.	William H. Nichols
The four principles of success	John H. Patterson
How to enthrall salesmen.	George W. Perkins
Confidence as a banking asset	George M. Reynolds
Knowledge of human nature.	George M. Reynolds
Hardest problem for a business man.	John D. Rockefeller
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Treatment of employees.	Julius Rosenwald
The straight course in business	John G. Shedd
Optimism.	E. C. Simmons
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What is power?	Frank A. Vanderlip
Inspiring men	Frank A. Vanderlip
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What is the most valuable business ability?	J. Ogden Armour
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What are a young man's chances for success today?	A. C. Bedford
What makes a young man stand out among thousands of others?	A. C. Bedford
What millionaires want for their sons.	Andrew Carnegie
How to get a job	H. P. Davison
The best way to better one's job	H. P. Davison
What is the very best job in the world?	H. P. Davison
What salary should a man ask?	H. P. Davison
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The use of bluff in business	Robert Dollar
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Are superior brains necessary?	James B. Duke
What is more difficult than making money.	James B. Duke
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Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph. D.

THE MAP, p. 285. This should be preserved for future reference. By constantly referring to it you will be able to appreciate the importance of the military activity reported from time to time in the daily papers. Locate this sector on a larger map of France. Which side is favored by the character of the country in holding this particular part of the battle-line?

ROMANCE IS DEAD! Pictures p. 287. What period or periods in French history do these buildings represent? What do they suggest as to the life and activities of those days? Describe a château. Wherein does it correspond with or differ from your idea of a château? What light do these pictures throw upon the position and power of the people in those days? Can the German policy of destroying these landmarks be justified in the light of the uses noted? How great a loss to the world would the destruction of these buildings represent? Do they really tell us much that is valuable as to the past of France?

THE PROGRESS OF THE WAR, p. 288. Represent on a map the "iron ring" referred to and show the breaks in the same as the result of the elimination of Russia. Look up in detail the resources of the Ukrainians and point out how useful these would prove to the Germans. Fix clearly the boundaries of the new Ukrainian Republic. Consult Shepherd's Historical Atlas (or an atlas of a similar character) as to the growth of Russia and note into how many separate states of this character Russia might be broken up.

What are the possible German "offensives," and how effective would each prove if undertaken? Follow these on a map. Would the American sector be involved? Why? Locate "the Channel

Ports"; Saloniki. Consult the map of Palestine in the issue of Feb. 2 and indicate clearly the situation there.

THE BASIS OF PEACE: Article, p. 311. Read the speeches of Lloyd George delivered Feb. 12th (appearing in full in the papers of Feb. 13th and 14th), and the President's address to Congress of Feb. 11th (printed in Official Bulletin of same date). How does their interpretation of the speech of Count Czernin differ? Which is right and why? Compare the basis of settlement suggested in the President's recent address with the fourteen points in his speech of Jan. 8. How far do you agree with Mr. Strayer's criticism? What new light, if any, do these speeches throw upon the situation? Is Lloyd George's position in England growing stronger or weaker? Why?

ALASKA—GARDEN OF THE WORLD. Article and pictures, p. 291. What do these pictures show is the value of Alaska to the United States and the world? How has this result been realized? With the aid of this article and an encyclopedia or commercial geography make a list of her resources. What has happened since the purchase of Alaska to make the people of the United States realize its value? Can you suggest any methods by which it may be made of increasing value?

WHEN THEY BROKE THE GERMAN LINE. p. 294. With these pictures before you write a description of the Hindenburg line pointing out its strength and weakness and the methods and devices used to hold it. With the aid of a good war map try to trace this line before it was broken. With a fortified line of this sort what are the prospects for a war "in the open" on the western front?

THE WAY OF GLORY. p. 297. How is glory represented in the upper picture? What idea of glory do you carry away after a study of the two pictures? Note the changed methods of fighting today. How has it altered our idea of glory? Do the figures in the upper picture show in any way their attitude toward glory? What is their idea of it? Is their idea and that of the French artist the American idea? What was the reason for the building of the Pantheon and for decorating it with paintings of this sort? What is your idea of glory? Can the average person achieve it? How? Look up the historic allusions in the article and explain why each has been selected as a "glorious" event. Donald Haukey's "Student in Arms" is excellent supplemental reading on the subject.

THE LABOR PROBLEM AFTER THE WAR. Article and pictures, p. 300.

How large a portion of our population do these men in the pictures (the labor element) represent? Is the lower picture a typical or an unusual scene? Why? An interesting problem in this connection would be to report on the number of men employed in each factory in your neighborhood; the percentage of foreign labor; and the number of men who have been drafted or enlisted since the war broke out. The proportion of these employees to the population of your town would give you some idea of the nation's dependence upon the labor element in industry: the proportion of foreign to native labor would make clearer the problem confronting the country after the war. Sum up in the order of their importance all the reasons for anticipating a shortage. How would they apply to your own community? Suggest means of solving the problem.

THE WAR ACTIVITIES OF THE NATIONAL GOVERNMENT. Articles, pp. 289, 302. Describe the great task of construction in the hands of Major Starrett. How successfully has this task been performed? Argue for or against the Government undertaking to build houses for our industrial workers.

Argue that the Government should or should not continue to operate the railroads indefinitely. What time limit has been set and why?

What have been our main items of war expense to date? Will these increase or decrease? Why? Point out the success attaining our efforts to finance the war to date. (Illustrate from the cost of operating the draft act.)

How does Mr. Logan prove that the slackers are not to be found among the farmers. Show the value of the United States Department of Agriculture in time of war.

Labor-Shortage the Post-War Problem

(Continued from page 308)

there was a labor shortage of from twenty-five to thirty-five per cent. caused by great numbers going to the munition plants, the output was increased from twelve to eighteen per cent. over 1916, and from twenty to twenty-six per cent. over four years ago.

Why was it, when this nation declared war upon Austria-Hungary, that no such drastic steps were taken against the people from that country as had been done in the case of the Germans? There were two reasons. First, because those from Hungary were, for the most part, not antagonistic to the United States, and, secondly, because had all of the representatives of Austria-Hungary been driven from the zones prohibited to Germans, many of our industries would have been crippled immediately.

In the New York district a canvass showed that there were fully 150,000 males over fourteen years of age who came from Austria-Hungary, and a large part of these were laborers. In the State of Pennsylvania there were more than 80,000 males from that country employed in the coal mines alone, and in the other coal regions the number of Austro-Hungarians was very large. From these figures it can be appreciated at a glance what will happen when most of these laborers leave their present employment to return to Europe unless others are at hand to fill their places. Should the war continue into 1920, as has been predicted by some authorities, the shortage of labor in American industrial lines, caused by the number of men who would be summoned to bear arms, would be so

A Little Story of Patriotism

By CAROL PURSE

ONE never knows these days where patriotism will shine forth next. At a casual glance they were merely two little bootblacks riding in a car, and there seemed no special connection between them and the impressive declaration of the poster they were studying, "Your Country Needs You." But they were not "merely two little bootblacks; they were two vital young Americans longing for a chance to share in some way the big work to be done. Therefore, they hesitated not a moment when the chance offered. It was a homely chance, to be sure, but would that every man and woman throughout the country burned with such true fire. A young officer, khaki-clad, entered the car. "I'll do his boots," said one. "I saw him first," said the other. "Youse do the right and I'll take the left," was the solution. The hero had small opportunity for yea or nay. Almost before he took his seat the cleaning, the brushing, the rubbing began. Every eye in the car turned that way. Men and women smiled upon the lads, forgot their papers, nodded to each other. Those present had changed in an electric instant from forty isolated passengers to a gathering of patriotic Americans.

I was obliged to leave the car before the process came to an end, but I felt confident that no one belittled the act by an offer of money, for we had been privileged to look upon the kind of service that is beyond price.

great that some outside assistance would have to be obtained. Otherwise we could not supply the needs of our armies and maintain business here to such a point as would prevent serious consequences. And few cognizant of actual conditions believe women will be able to fill the gap. They surely have not done so in England and France, or coolie labor would not have been impressed; and Germany and Austria met their labor shortage by forcing their war prisoners and persons taken from captured countries to fill vacancies in the industries, though they broke their pledges as nations by so doing.

A shortage of coal and a few weeks of continued cold weather brought about a condition of industrial paralysis in the States east of the Mississippi which few would have admitted was possible previous to our entry into the war. How much worse, then, will be conditions if we lack not only coal miners but also labor for all other great industries? If ever there was a "get together" time in the United States, it is now, and every man vitally interested in this labor problem should make it his business to insist that the Washington authorities give it the attention it deserves and without further delay.

The Way of Glory

(Continued from page 307)

trenches opposite. Vaulting over the parapet, he walked boldly across No Man's Land in the direct face of the foe; and lifting his wounded enemy from the impaling wire, he carried him across the Hun parapet and down into his own trenches. When he arrived there, a German officer took an iron cross which he wore off his own breast, and placed it on the breast of the brave British officer. The firing on both sides ceased while he returned to his own trenches. And looking on, both friend and foe alike knew that they had beheld the highest form of glory.

Those who imagine that this war is all baseness are mistaken, for humanity is still greater than enmity.

A lady visiting in a Dublin hospital was talking with a wounded soldier on religion. The soldier drew from under his pillow a little English Testament.

"This was given to me," he said, "by my enemy. We met in No Man's Land and one of us had to go. I killed him. While he was dying, I bent over and gave him to drink from my water bottle. He could speak English and he drew this Testament from his tunic, and with his dying breath, said: 'This book has been the water of life to me. I give it to you.'"

My picture of *la Gloire*, today, begins low down in the wallowing mud and mire of Flanders, but it soars beyond the stars. "You have lost all," sneered the War Lord to the noble King of Belgium. "Nay," replied Albert, "I have not lost my soul." Possessing her soul in the shards and the ashes, Belgium has reached the zenith of her glory. For mortal eyes, the men of that brave and living wall before the shattered town of Ypres have gained for all their epic struggles naught but a mass of stone and ruin.

WAS IT WORTH THE PRICE?



Affrighted Nature recoils, Reason totters on its throne, Morality shrinks aghast! Was it worth all that this man and woman paid as the awful price of outraged honor and violated trust? Let all who would tread the primrose path first read and ponder.

Is history after all, as reflected in the lives of those who have helped make it—as Voltaire cynically observes—little else than a picture of human crimes, follies and misfortunes?

He called her "Enchanting Queen," "Witch," "Great Fairy," "Serpent of Old Nile," "Thou Potent Charm."

She dazzled his faculties, bewildered his judgment, bewitched his fancy with her gypsy sorcery and Oriental voluptuousness.

We read it all with a kind of fascination against which our moral sense rebels, but from which there is no escape—but this is only one of many marvelous and true stories told in the 16 volumes of the *Immortal Edition* of



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Edited by DANIEL C. KNOWLTON, Ph. D.

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EDITOR'S NOTE. In this department will be found suggestions covering LESLIE'S more important features, with special attention to its illustrations. As references will be made to earlier issues, it is urged that a file of the magazine be kept by teachers and others who may wish to take advantage of these columns. A standard binder for this purpose will be supplied for \$1.50, by addressing this department. Books will be suggested from time to time for further reading and study. These are to be had in libraries. If they should not prove available an encyclopedia such as the Britannica or the International will often prove useful. Teachers are advised to assign these readings not to the whole class but as special topics.

Ports"; Saloniki. Consult the map of Palestine in the issue of Feb. 2 and indicate clearly the situation there.

THE BASIS OF PEACE: Article, p. 311. Read the speeches of Lloyd George delivered Feb. 12th (appearing in full in the papers of Feb. 13th and 14th), and the President's address to Congress of Feb. 11th (printed in Official Bulletin of same date). How does their interpretation of the speech of Count Czernin differ? Which is right and why? Compare the basis of settlement suggested in the President's recent address with the fourteen points in his speech of Jan. 8. How far do you agree with Mr. Strayer's criticism? What new light, if any, do these speeches throw upon the situation? Is Lloyd George's position in England growing stronger or weaker? Why?

ALASKA—GARDEN OF THE WORLD. Article and pictures, p. 291. What do these pictures show is the value of Alaska to the United States and the world? How has this result been realized? With the aid of this article and an encyclopedia or commercial geography make a list of her resources. What has happened since the purchase of Alaska to make the people of the United States realize its value? Can you suggest any methods by which it may be made of increasing value?

WHEN THEY BROKE THE GERMAN LINE. p. 294. With these pictures before you write a description of the Hindenburg line pointing out its strength and weakness and the methods and devices used to hold it. With the aid of a good war map try to trace this line before it was broken. With a fortified line of this sort what are the prospects for a war "in the open" on the western front?

THE WAY OF GLORY. p. 297. How is glory represented in the upper picture? What idea of glory do you carry away after a study of the two pictures? Note the changed methods of fighting today. How has it altered our idea of glory? Do the figures in the upper picture show in any way their attitude toward glory? What is their idea of it? Is their idea and that of the French artist the American idea? What was the reason for the building of the Pantheon and for decorating it with paintings of this sort? What is your idea of glory? Can the average person achieve it? How? Look up the historic allusions in the article and explain why each has been selected as a "glorious" event. Donald Haukey's "Student in Arms" is excellent supplemental reading on the subject.

THE LABOR PROBLEM AFTER THE WAR. Article and pictures, p. 300.

How large a portion of our population do these men in the pictures (the labor element) represent? Is the lower picture a typical or an unusual scene? Why? An interesting problem in this connection would be to report on the number of men employed in each factory in your neighborhood; the percentage of foreign labor; and the number of men who have been drafted or enlisted since the war broke out. The proportion of these employees to the population of your town would give you some idea of the nation's dependence upon the labor element in industry; the proportion of foreign to native labor would make clearer the problem confronting the country after the war. Sum up in the order of their importance all the reasons for anticipating a shortage. How would they apply to your own community? Suggest means of solving the problem.

THE WAR ACTIVITIES OF THE NATIONAL GOVERNMENT. Articles, pp. 289, 302. Describe the great task of construction in the hands of Major Starrett. How successfully has this task been performed? Argue for or against the Government undertaking to build houses for our industrial workers.

Argue that the Government should or should not continue to operate the railroads indefinitely. What time limit has been set and why?

What have been our main items of war expense to date? Will these increase or decrease? Why? Point out the success attaining our efforts to finance the war to date. (Illustrate from the cost of operating the draft act.)

How does Mr. Logan prove that the slackers are not to be found among the farmers. Show the value of the United States Department of Agriculture in time of war.

Labor-Shortage the Post-War Problem

(Continued from page 308)

there was a labor shortage of from twenty-five to thirty-five per cent. caused by great numbers going to the munition plants, the output was increased from twelve to eighteen per cent. over 1916, and from twenty to twenty-six per cent. over four years ago.

Why was it, when this nation declared war upon Austria-Hungary, that no such drastic steps were taken against the people from that country as had been done in the case of the Germans? There were two reasons. First, because those from Hungary were, for the most part, not antagonistic to the United States, and, secondly, because had all of the representatives of Austria-Hungary been driven from the zones prohibited to Germans, many of our industries would have been crippled immediately.

In the New York district a canvass showed that there were fully 150,000 males over fourteen years of age who came from Austria-Hungary, and a large part of these were laborers. In the State of Pennsylvania there were more than 80,000 males from that country employed in the coal mines alone, and in the other coal regions the number of Austro-Hungarians was very large. From these figures it can be appreciated at a glance what will happen when most of these laborers leave their present employment to return to Europe unless others are at hand to fill their places. Should the war continue into 1920, as has been predicted by some authorities, the shortage of labor in American industrial lines, caused by the number of men who would be summoned to bear arms, would be so

A Little Story of Patriotism

By CAROL PURSE

ONE never knows these days where patriotism will shine forth next. At a casual glance they were merely two little bootblacks riding in a car, and there seemed no special connection between them and the impressive declaration of the poster they were studying, "Your Country Needs You." But they were not "merely two little bootblacks; they were two vital young Americans longing for a chance to share in some way the big work to be done. Therefore, they hesitated not a moment when the chance offered. It was a homely chance, to be sure, but would that every man and woman throughout the country burned with such true fire. A young officer, khaki-clad, entered the car. "I'll do his boots," said one. "I saw him first," said the other. "Youse do the right and I'll take the left," was the solution. The hero had small opportunity for yea or nay. Almost before he took his seat the cleaning, the brushing, the rubbing began. Every eye in the car turned that way. Men and women smiled upon the lads, forgot their papers, nodded to each other. Those present had changed in an electric instant from forty isolated passengers to a gathering of patriotic Americans.

I was obliged to leave the car before the process came to an end, but I felt confident that no one belittled the act by an offer of money, for we had been privileged to look upon the kind of service that is beyond price.

great that some outside assistance would have to be obtained. Otherwise we could not supply the needs of our armies and maintain business here to such a point as would prevent serious consequences. And few cognizant of actual conditions believe women will be able to fill the gap. They surely have not done so in England and France, or coolie labor would not have been impressed; and Germany and Austria met their labor shortage by forcing their war prisoners and persons taken from captured countries to fill vacancies in the industries, though they broke their pledges as nations by so doing.

A shortage of coal and a few weeks of continued cold weather brought about a condition of industrial paralysis in the States east of the Mississippi which few would have admitted was possible previous to our entry into the war. How much worse, then, will be conditions if we lack not only coal miners but also labor for all other great industries? If ever there was a "get together" time in the United States, it is now, and every man vitally interested in this labor problem should make it his business to insist that the Washington authorities give it the attention it deserves and without further delay.

The Way of Glory

(Continued from page 307)

trenches opposite. Vaulting over the parapet, he walked boldly across No Man's Land in the direct face of the foe; and lifting his wounded enemy from the impaling wire, he carried him across the Hun parapet and down into his own trenches. When he arrived there, a German officer took an iron cross which he wore off his own breast, and placed it on the breast of the brave British officer. The firing on both sides ceased while he returned to his own trenches. And looking on, both friend and foe alike knew that they had beheld the highest form of glory.

Those who imagine that this war is all baseness are mistaken, for humanity is still greater than enmity.

A lady visiting in a Dublin hospital was talking with a wounded soldier on religion. The soldier drew from under his pillow a little English Testament.

"This was given to me," he said, "by my enemy. We met in No Man's Land and one of us had to go. I killed him. While he was dying, I bent over and gave him to drink from my water bottle. He could speak English and he drew this Testament from his tunic, and with his dying breath, said: 'This book has been the water of life to me. I give it to you.'"

My picture of *la Gloire*, today, begins low down in the wallowing mud and mire of Flanders, but it soars beyond the stars. "You have lost all," sneered the War Lord to the noble King of Belgium. "Nay," replied Albert, "I have not lost my soul." Possessing her soul in the shards and the ashes, Belgium has reached the zenith of her glory. For mortal eyes, the men of that brave and living wall before the shattered town of Ypres have gained for all their epic struggles naught but a mass of stone and ruin.

WAS IT WORTH THE PRICE?



Affrighted Nature recoils, Reason totters on its throne, Morality shrinks aghast! Was it worth all that this man and woman paid as the awful price of outraged honor and violated trust? Let all who would tread the primrose path first read and ponder.

Is history after all, as reflected in the lives of those who have helped make it—as Voltaire cynically observes—little else than a picture of human crimes, follies and misfortunes?

He called her "Enchanting Queen," "Witch," "Great Fairy," "Serpent of Old Nile," "Thou Potent Charm."

She dazzled his faculties, bewildered his judgment, bewitched his fancy with her gypsy sorcery and Oriental voluptuousness.

We read it all with a kind of fascination against which our moral sense rebels, but from which there is no escape—but this is only one of many marvelous and true stories told in the 16 volumes of the *Immortal Edition* of



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